

Railway Age

NOVEMBER 27, 1943

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Railway Age

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Seven Grade Crossings Eliminated by 3½-Mile Route Change

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This \$3½ million project at Herkimer, N. Y., involving the construction of 14 miles of tracks, a passenger station and 5 bridges, is one of the last of such undertakings to be completed, material shortages and other stringencies having halted them.

Adept Car Control a Prime Factor in War Traffic Performance

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O. D. T.'s Henry McCarthy tells the N. I. T. League that there is an embargo-priority list on file, but it probably won't be used except in instances of local emergency—that is, not if shippers and carriers exert themselves to the utmost to avoid unnecessary transportation and do the best job of which they are capable on that which must move.

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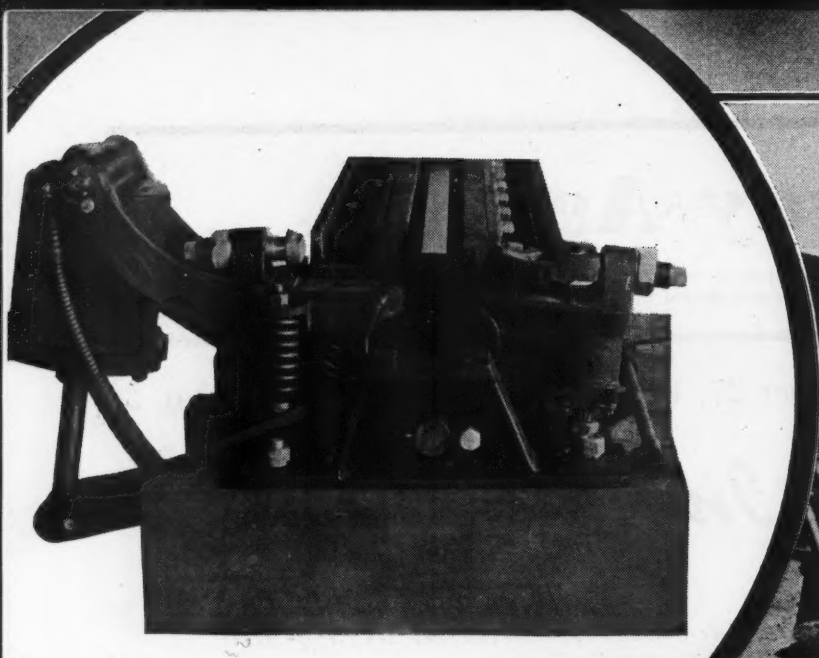
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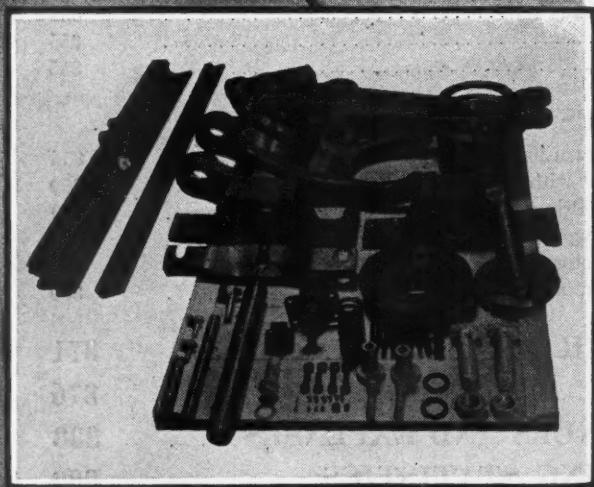
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The Week at a Glance

AS BAD AS A STRIKE: The prevalent Administration remedy for labor troubles is for the government to chastise—not the union miscreants—but the employer, by seizing his property. The leading editorial herein suggests that such medication, in the case of the railroads, would probably produce conditions little if any better than those which a strike itself would entail. The present astonishing accomplishments of the railroads are the product of an intricate pattern of voluntary co-operation of railroads and their customers, constructed little by little over a long period of years—and one of the principal ingredients of this structure is the intense desire of shippers to avert government operation of the railroads. It is not reasonable to suppose that the same zest for co-operation with the carriers, to the point of sacrifice, would persist if one of the foremost incentives to such assistance were destroyed; and the railroads, without the zealous collaboration of their customers, could not move the present traffic load with even an approximation of the effectiveness now obtaining.

A "CAR SERVICE WAR": Predominant among the factors which have enabled the railroads to handle the tremendously larger traffic load of the present war, so much better than they did the much smaller traffic of War I, has been the amazingly increased proficiency in the control of car service. This development has been entirely voluntary, and is not by any means wholly a railroad accomplishment (shippers and military authorities being indispensably helpful participants). In a timely paper herein, V. R. Hawthorne surveys the managerial mechanism—the product of 50 years of evolutionary development—by which present incredible results are being achieved.

UNION JURISDICTION: The National Mediation Board is the final authority in the settlement of inter-union jurisdictional controversies on the railroads—and no appeal may be taken from the N. M. B. to the courts. This is the law, as the Supreme Court finds it, in several decisions, reported in this issue's news pages. In one case the S. U. of N. A. claimed jurisdiction in several yards of the N. Y. Central System, whereas the B. of R. T. claimed system-wide jurisdiction. The Mediation Board declared in favor of a system-wide basis for selecting the yardmen's favorite union, instead of permitting the choice to be made by segments of the system, and in the resulting election the S. U. of N. A. lost out. It took the case to court, seeking to compel a break-down in the vote, which would have given it jurisdiction at some local points. But no dice—says the Supreme Court.

RATE BUREAUS APPROVED: Risking the wrath of Henry Wallace and Thurman Arnold, the Bureau of Investigation & Research has issued a report on common carrier rate bureaus, in which it holds that these maligned institutions are

a necessity. The Board suggests that the bureaus be authorized by statute, to protect them from crusading anti-trusters, and that they be subject to sufficient regulation to safeguard the public interest.

WOULD MERGE O. D. T.—I. C. C.: Senator Byrd's committee on non-essential federal expenditures believes that the functions of the Office of Defense Transportation could be absorbed by the Interstate Commerce Commission at an annual saving of \$2,000,000 to the taxpayers, releasing a lot of highly skilled man-hours for more productive labor.

FREIGHT PRIORITIES: The O. D. T.'s Henry McCarthy told the N. I. T. League last week—as reported herein—that a commodity priority list has been prepared in collaboration with the W. P. B. and, if critical conditions arise in any area, movement of the less-essential commodities can be embargoed until the crisis ends. He said that, barring some "outstanding misfortune," he did not believe the embargo-priority plan would have to be invoked—if stringent conservation of transportation facilities is currently practiced, mitigating the likelihood of crises.

N. I. T. L. WARNING: A committee of the N. I. T. League deprecates the inadequate supply of new materials being allocated to the railroads. At the same time, it points out that some carriers are not even taking the necessary initial step of ordering what they need in the way of equipment—but are using their funds, instead, for reserves and retirement of bonds, depending on their neighbors to supply their needs for rolling stock. Another committee gave a favorable report on tax exemption for reserves to offset undermaintenance. The League is disappointed with the performance of the Bureau of Investigation and Research (a sentiment which, perhaps, it does not experience in solitude). Some interesting suggestions for improving passenger and l.c.l. handling are included in our report of the League meeting.

"FREE" AIR: A speech by the Air Transport Association's E. F. Gorrell is reported in our news pages, wherein this rugged industrial pioneer, while demanding "freedom of the air," also asks the politicians to intervene to protect his highly monopolized industry from the intervention of competition by the railroads. A publisher of an air transport paper is quoted in an editorial as having proclaimed that "business and industry must rely on efficiency rather than upon protection from competition for their survival." Sound doctrine—but this publisher's own paper, contrary to the boss' theories, asks that the railroads be excluded from air transport. Our editorial, after citing also the instance of a highway trailer manufacturer making a political bedfellow of Henry Wallace, concludes that business is doing a far better job of preaching free enterprise principles than of practicing them.

NON-OP HEAT ON CONGRESS: A Senate sub-committee of its Interstate Commerce Committee has recommended a joint resolution to the effect that an 8-cent rise in non-ops' wages would not violate the sanctity of the "Little Steel" formula, and is otherwise legal. Senator Clyde Reed went along with his colleagues in this action only because he views it as necessary to avert the "disaster" of government operation of the railroads. Meantime, it is reported that the lawmakers are trying to get Vinson and the non-ops together on a compromise, which would satisfy the union sovereigns without the necessity of Congress endorsing the rectitude of their position. Senator Reed appears to suspect that, perhaps, the present impasse may have been engineered by a "group influential in the Administration" which "desires permanent government operation" of the railroads.

PERSONNEL QUESTIONS: The personnel subcommittee of the Railroad Committee for the Study of Transportation has issued an interim report, enumerating some questions regarding personnel practices and policies that the carriers are going to have to face—and suggests that a little preliminary meditation and consultation on them would not be amiss. For example, how much will railroad employment decline when the war ends? Will the return of men from the armed services be slow or rapid, and what adjustments will be necessary to accommodate them (especially those who will be fitted for better jobs when they leave the armed services than those they had when they entered)? These personnel analysts believe the carriers should make an effort to retain recent employees who have shown their proficiency.

TRAIN LIMIT KAYO STAYS: The Interstate Commerce Commission has given respectful attention to all the complaints, as well as supporting arguments, on its war-time order suspending efficiency-killing train-limit laws, and has decided to stick to its guns. The two card-carrying commissioners dissented, insisting that the will of Congress (as delegated for enforcement to its instrument, the Commission) to occupy the field of train-length control should be set forth specifically, and not merely inferred, before the Commission takes it upon itself to rule thereon. The dissenters observe in passing that these train limit laws were "enacted to preserve public safety"—an assertion that it must take some practice to make with a straight face.

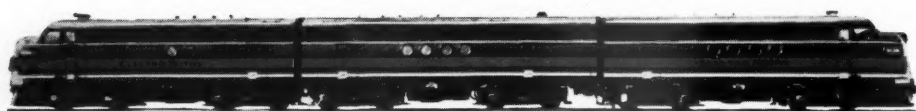
BIRMINGHAM INTERLOCKING: Two old interlockings controlling movement into the Birmingham passenger terminal were worn beyond the stage of economic repair—and, instead of being renewed in kind, have been replaced by a single all-relay interlocking, by the installation of which numerous helpful changes in the local lay-out were rendered feasible. An illustrated article herein describes this welcome improvement.

Flexibility

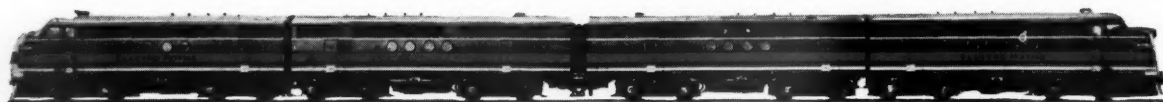
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RAILWAY AGE

Shippers and the Strike Threat

The attitude of the nation's shippers toward government operation is a factor of the utmost importance that should be considered in connection with the possibility of a strike on the railways. If a strike occurred, the government could seize the railways, as it has the coal mines. But without the co-operation that shippers have given throughout the war period in speeding the loading and unloading of cars, and in increasing loading per car, it would have been utterly impossible for the railways to have doubled within three years, as they have, the amount of freight service rendered by them. Present demands of traffic are greater than ever. Consequently, even partial withdrawal, for any reason, of shipper co-operation would cause a decline of efficiency in handling freight that would be serious, and might be disastrous.

The co-operation of shippers has been inspired by patriotic motives; but one of the strongest of these patriotic motives has been a desire to help avoid government operation, which they have feared the present administration, if it once adopted it, would try to make permanent.

Therefore, the actual adoption of government operation would destroy one of the strongest incentives to co-operation that the shippers have had. Being human, it would probably be impossible for them to give as effective support to the government operation they so strongly desire to avoid as they have given to the private operation that they have been so determined to have maintained.

The government, in case of a strike, could, under government operation, apply coercion to railway managements. But, as experience under government operation during the last war showed, it could apply no effective coercion to the shippers. The government, like the private railway managements, would get only about as much effective co-operation from the shippers as they would give *voluntarily*.

In 1917, during the last war, the railroads did not have either the centralized control over the distribution of cars which they now exercise, or the present close collaboration with shippers and the military authorities. Government operation of the railroads was adopted in 1918 under a Railroad Administration possessing virtually unlimited legal power. Nevertheless, so little co-operation on the part of shippers and receivers of freight was vouchsafed to the Railroad Administration that the average load per freight car was only 10 per cent greater in 1918 than in 1917 and only 18 per cent greater than in 1916; and the freight traffic handled in 1918 was only 3 per cent greater than in 1917 and 12 per cent greater than in 1916.

By contrast, so great has been the co-operation of shippers during this war, in their zeal, not only to help win the war, but to forestall government operation, that the average load per freight car has risen 25 per cent since 1939; and within the two years since Pearl Harbor the freight traffic handled has increased 60 per cent. While there has been a great increase in efficiency of railway operation, no one can question that the co-operation of shippers has been indispensable to securing these results, or that any reduction of their incentives to co-operation would be highly dangerous.

Appearing before a House sub-committee early this year, Major General Gross, commanding the Army's Transportation Corps, testified that government operation of the railroads "would be a disaster". For the government to "take over" the railroads to forestall a strike—now threatened because of its own handling of labor difficulties—might be, in the long run, more injurious to the war effort than an actual strike.

Efficiency
FOR VICTORY

Failure Means Disaster

There has been much discussion about changes resulting from the war, for conditions have changed in almost every phase of the nation's activities, and some of these changes have imposed real hardships. Yet, when analyzed, some of the so-called hardships are little more than the reflection of a reluctance to change long-established habits to adapt them to the new conditions. Furthermore, when we consider the matter fully, we find few essentials changed.

Railway maintenance is a case in point. Difficult as some of the tasks are that now confront the maintenance forces, the underlying requirements of safety, smooth riding and uninterrupted movement of trains are the same as they have always been, despite today's unprecedented volume of traffic and high train speeds. The difficulties facing maintenance officers are not inherent in these requirements, but in the means at their disposal to meet them. Shortages of material are widespread; the shortage of labor is almost universal. Most of the inadequate number of men that can now be obtained are inexperienced in maintenance methods, and many of them are beyond the years of maximum activity, while about the only interest that some of them have in their employment revolves around the matter of compensation and the effort they must exert to gain this compensation.

This situation calls for a high order of leadership and close and intelligent supervision of every activity; in fact, as materials and labor continue to grow scarce, both leadership and supervision must surpass all past efforts along these lines. It calls for an equally high order of planning by maintenance officers to insure that none of the resources available to them are wasted, and that they are applied in such a way that maximum benefit will be obtained from them. In the long run, nothing can take the place of materials that have worn out, except other similar materials, and many materials are wearing out at a faster rate than ever before. However, some classes of materials can be conserved and made to go further by eliminating all sources of waste. The most obvious of these conservation methods is to pick up all usable items and ship them in for reissue to other places where needed, and to reclaim those that can be made to serve again after they have been repaired or reworked.

In part, machines can be substituted for man-power, and it is fortunate that the railways had been buying power machines and power tools freely for several years before the present shortage of labor began to be felt. However, the machines and tools in service are not sufficient to replace all of the men needed, and those in service are being used so extensively that replacements are now being needed in many cases. At present, power machines and power tools are not much easier to obtain than other materials, and the prospects for next year, when the shortage in labor will become still more critical, are not encouraging.

The railways must move the military supplies—tanks, guns and ammunition—as well as the raw materials to make them, and the food that is needed by the fighting forces, or the war will be lost on the home front. The job of keeping tracks, bridges and other structures in condition for the uninterrupted flow of a record volume of passengers and freight is a difficult task at best; with the present shortage of almost everything that is needed to do so, the task assumes herculean proportions. Up to now it has been done with success. Maintenance officers are determined that, regardless of the difficulties that beset them, it shall be continued with equal success, for they are aware that their failure would lead to disaster.

Steel Casting Developments

Continued development and improvement in steel castings, both prior to and during the war, have made this important product a vital part of our national economy. In this connection, some unusually interesting and pertinent facts were brought out in an address by Dr. C. W. Briggs, technical advisor of the Steel Founders' Society, at the September 23 meeting of the Pittsburgh Railway Club.

The steel castings industry is only about 75 years old, or comparatively young as industries go, and in this instance there are certainly no indications of atrophy or hardening of the arteries. Contrary to the thought of many who still picture steel castings as being more or less brittle, porous and non-homogeneous, the manufacturers of this product have kept fully abreast of metallurgical developments in the steel industry. For example, advancements in heat treatment, flame hardening, carburizing and nitriding are equally adaptable and are now being successfully applied to cast steel as well as wrought steel. Dr. Briggs is authority for the statement that 125 regulation and special alloy cast steel combinations, produced in steel foundries just prior to the war, met the needs for wide ranges of mechanical properties as regards strength at all temperatures, endurance, corrosion and oxidation resistance, etc.

Discussion at the meeting emphasized the great improvements in modern steel castings, as indicated by a progressive tightening up of specifications and increase in physical properties from about 55,000 lb. per sq. in. tensile strength and 15 per cent elongation in 1900 to 78,000 lb. per sq. in. and 24 per cent elongation for present annealed carbon cast steel. This gain in physical properties is particularly noteworthy since increased tensile strength usually implies decreased elongation, whereas in this instance increased elongation is secured. Tensile strengths are available in steel castings from 60,000 to over 200,000 lb. per sq. in., dependent upon the composition and heat treatment specified.

There are said to be 13 American Society of Testing Materials' specifications covering 56 classes of

steel castings and there are also 6 federal government steel-casting specifications. These specifications involve many rigid inspection tests including such non-destructive ones as radiographic examinations by X-rays and gamma rays, magnetic flux testing, pressure tests, or a combination of these tests in such a way as to prove the integrity of the steel casting. Smooth cast surfaces and accuracy in shape and size details may be called for with assurance. In some instances, with small unmachined castings, tolerances of .01 in. are specified, although such accuracy would not normally be required for any railway castings.

Cast steel has made, and is now making, a real contribution to the war effort, a single example being the tank turrets which are designed and manufactured with sufficient strength, toughness and shock resistance to give maximum protection to the operating personnel. In the railway mechanical field, it is safe to say that motive power and car equipment could not have reached its present state of development except for steel castings as improved over the years.

Plastics

Much has been printed within recent months in the daily press and elsewhere concerning the postwar use of plastic materials and products. A great deal of what has been written has created the misleading impression that the producers of plastics are prepared to furnish, almost at a moment's notice, an alternate for almost any older and more familiar material. This enthusiasm, in part justified as it is by wartime developments, is premature with respect to their use as substitutes for structural materials.

Many railway officers have shown keen interest in the promising future of plastics, particularly as applied to rolling stock. A few, however, have had sufficient experience with them, or understand their properties well enough, to do more than speculate on their practicable possibilities. Likewise, the producers of plastic materials have indicated a lively interest in the railroad market, but are not familiar with the requirements which materials for railway use must meet. Indeed, the developments in plastics have been so rapid that the producers themselves are not too completely aware of all of the properties of some of their products, a knowledge of which is needed before they can be considered for many engineering uses. The industry is developing and making such information available at a rapid pace, however, and for some of the materials the facts are fairly complete.

At present it would thus appear that the industries producing these materials, and the railways, are each waiting for the other to make the first move. The two will grow to understand each other better if consideration is given to specific requirements and the characteristics of specific materials, with a minimum of attention given to the rosy prediction that plastics will eventually replace metals.

Strange Bedfellows

A circular letter, addressed by an executive of a prominent highway trailer manufacturing concern to "state trucking associations and other friends of motor transport", has been called to our attention. Recipients of this letter are urged to write to Vice-President Wallace, congratulating him for his recent Dallas speech (*Railway Age*, October 23, page 657) in which he misrepresented the so-called "transportation integration" proposal as a scheme whereby "regional railroad monopolies" would "control and operate all rail, motor, water, and air transportation facilities throughout large geographic areas".

This trailer official suggests to his addressees, in felicitating Mr. Wallace for his speech, that they also call his attention to the "fact" that "between 4 and 5 million people are directly employed in the trucking industry, and that millions more are indirectly related through employment with truck manufacturers, tire, parts, and accessory makers—and that these employees and their families are naturally pleased with the Vice-President's indictment of the railroads' integration plan."

To read the advertisements, speeches and magazine articles by business leaders, one might suppose that the business community had pretty well purged itself of selfish pressure tactics—and that, clean cut in its devotion to the principles of private enterprise, it condemns special privileges for all elements in the community, seeks none for itself, and proposes to prosper henceforth only insofar as it is able to do so in healthy competition, unaided by politics. These business spokesmen refrain especially from misrepresentation of facts, and from association with demagogic politicians. Yet here we have a man, who aspires at least to be one of principal voices for both the manufacturing and operating sides of highway transportation, who because of self-seeking expediency has chosen Henry Wallace as his political bedfellow—a man about as favorable to free enterprise as Joe Stalin.

Another instance of the wide hiatus between the abstract principles of free competitive enterprise as expounded by business spokesmen, and actual practice: The current issue of the magazine "Air Transport" contains a persuasive essay by its publisher in which it is well said that "*Competition is the lifeblood of the free enterprise system. Business and industry must rely upon efficiency rather than upon protection from competition for their survival.*" Quite contrary to this high-minded theorizing by its publisher, however, the periodical itself takes the editorial position that political exclusion of the railroads from competition in air transportation is "pretty sound".

Business preaching of the principles of competitive private enterprise attains an ever-increasing volume and proficiency, but as yet has had no appreciable effect in deterring business men from pursuit of their own immediate interests, in violation of these principles.

Seven Grade Crossings Eliminated by 3½-Mile Route Change

Project involving four-track main line of New York Central at Herkimer, N. Y., included the construction of a modernistic station, and cost about \$3,500,000

AS the result of a project involving the relocation of about three and one-half miles of the New York Central's four-track main line at Herkimer, N. Y., the tracks have been removed from the heart of the village to the outskirts, and seven important grade crossings have been eliminated. Costing approximately \$3,500,000, the project involved the construction of about 14 miles of tracks, a passenger station, and five bridges, three across streets, one across a canal and a street, and one across a creek. With its completion marked on April 5 of this year by the inauguration of service over the relocated line, this project was among the last of the larger undertakings of its kind to be finished after material shortages and wartime regulations caused an almost total stoppage of such work for the duration.

Herkimer is located about 80 miles west of Albany, on the Central's main line between New York and Chicago. Until the recent line relocation, the four main tracks extended through the center of the city in a generally east-west direction, crossing seven intersecting streets at grade. Within the village the tracks were joined from the north by its single-track Adirondack Division. Among the road's facilities were a passenger depot and a freight station, the latter being located near the westerly outskirts of the town.

First Considered 40 Years Ago

Efforts to bring about the elimination of grade crossings at Herkimer date back to 1903, but the difficulties of financing the work proved insurmountable until legislation was passed in 1938 transferring the entire cost to the state, except that the railroads are called on to pay up to 15 per cent of the total cost of specific projects, depending on the extent, if any, to which they are benefited by the changes made. The relocation work was carried out under the terms of this legislation and in accordance with an order issued by the New York State Public Service Commission on November 2, 1939.

In effecting the line change, the tracks were relocated around the city on its southerly side. The relocated line is 3½ miles long, and is 513 ft. shorter than the line that it replaces. The distance between the new and old alignments is about 2,300 ft. at the point of maximum spread. As part of the track work involved, the Adirondack Division main track was extended south to give it a connection with the relocated main line. The existing passenger station was abandoned, but the freight house was not disturbed, and to give access to it one of the original tracks extending westward from this facility was left in position. Except for this track

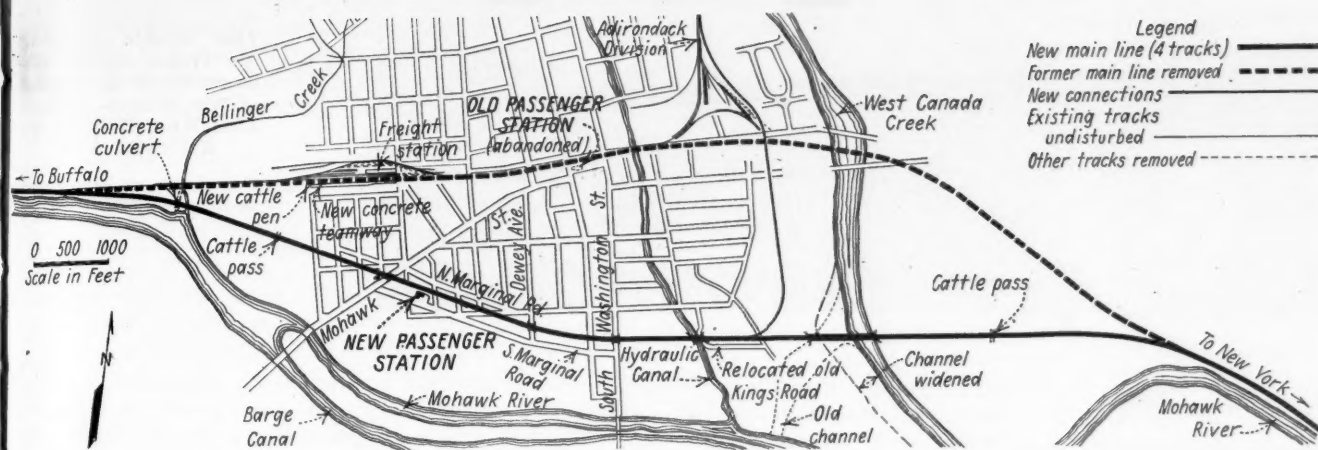


A View of the Relocated Line in the Vicinity of the Station. Mohawk Street Bridge in Foreground

and a number of others in the vicinity of the freight house, all trackage on the original alignment of the main line through the city was taken up.

Four Street Bridges on New Line

In establishing the line in its new location it was desired to effect separations of grade with certain intersecting streets by carrying them under the tracks, and to make this possible without depressing the streets, the tracks were placed on an embankment having a maximum height of about 25 ft. As shown on the accompanying drawing, there are four street subways on the relocated line, namely (proceeding from west to east) at Mohawk street, Dewey avenue, South Washington street, and Old King's road. The latter street, incidentally, was relocated to pass under the tracks ad-



This Map Shows the Relative Locations of the New and Old Routes Through the Village

adjacent to a waterway known at the Hydraulic Canal, the purpose being to effect economies in construction by combining the two bridges into a two-span structure with a common pier. The largest bridge on this project was that built to carry the tracks across West Canada creek.

The new station was built at the ground level on the south side of the tracks about 400 ft. west of the Mohawk Street bridge. Access from the station to an island platform at the track level is obtained by means of a passenger and baggage subway under the embankment. To make the station readily accessible from the through streets in the vicinity, a new roadway, known as South Marginal road, was built along the south side of the tracks between Mohawk street and South Washington street, which connects at an intermediate point with Dewey avenue. To serve as a cross-connection and outlet for existing streets that were blocked by the railroad embankment, a parallel road, known as North Marginal road, was also constructed on the north side of the tracks.

To permit the two tracks flanking the island platform to be reached by trains on the other tracks, a set of crossovers was incorporated in the track layout in each direction from the station.

The turnouts in these crossovers have power switch machines that are incorporated in an NX interlocking which is operated from a control panel in the ticket office of the new station.

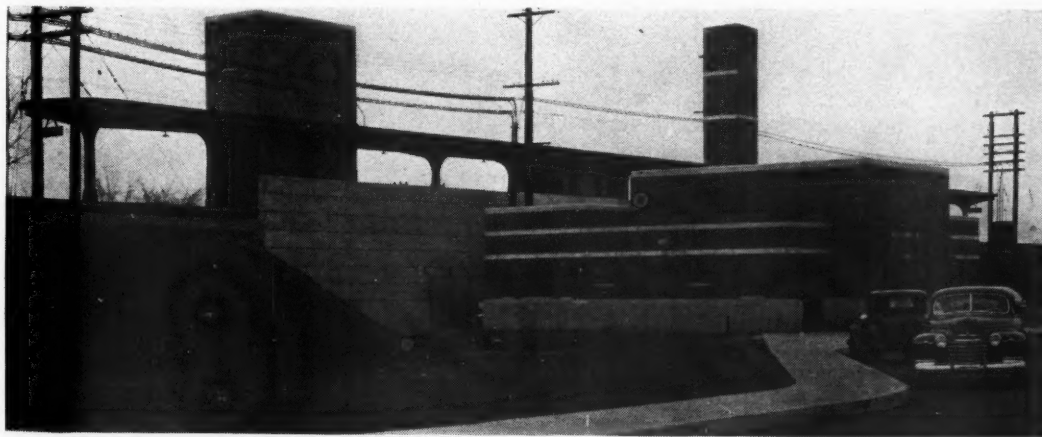
For the most part, the street bridges that were built on this project are of conventional construction, consisting of steel spans on concrete abutments.

At the Mohawk Street bridge, which is the longest of the street bridges, there are two separate through-girder spans, one carrying the most southerly track and the other, having three girders, carrying the other three tracks. Between the two spans a stairway in the easterly abutment gives access to the westerly end of the island platform at the track level. In this bridge, which is on a skew of 38 deg. 40 min., the lengths of the girders between bearings range between 86 ft. 6 in. and 92 ft. 6 in.

At Dewey Avenue and South Washington Street, the bridges are single-span beam-type structures with steel fascia girders, and are supported on concrete abutments, those at South Washington Street being of the box type to accommodate sidewalks. In these two structures, as well as that at Mohawk Street, the spans have concrete floors placed on steel deck plates riveted to the beam flanges. At the ends of the spans these plates rest on the tops of the abutment back walls, and to assure an even bearing, the top 6-in. of concrete in each backwall was poured after the plates had been installed.

This concrete was placed through rectangular holes in the deck plates, which were then filled with plastic cement and covered with small steel sheets welded to the deck plates.

The bridge across the Hydraulic Canal and Old King's road is a double span structure and is also of the beam type with a concrete slab deck. Instead of steel fascia girders, however, this structure has a concrete curb



In External Design the New Station Follows the Modernistic Motif



This Bridge Carrying the Tracks Across Mohawk Street Is Typical of the Street Bridges That Were Built on the Relocated Line

Photographs Courtesy New York State Department Public Works

along each side. These curbs, as well as the fascia girders of the other three spans, are surmounted by balustrades consisting of malleable iron posts and hand rails of wrought iron or copper-bearing steel pipe.

By far the largest bridge on the relocated line is that across West Canada creek. Here, to improve flow conditions, the channel was widened substantially and a dike was built along one side of the stream. The bridge across this stream is a deck-plate girder structure on concrete piers and abutments. Consisting of six 75-ft. and two 74-ft. spans, it has a total length of 598 ft. Since it has an open deck, the girders were made of copper-bearing steel to resist corrosion due to brine dripping from refrigerator cars. A pole line across the bridge consists of 12-in. wide-flange sections with their lower ends embedded in the downstream ends of the piers. In this structure, as well as the other bridges on the relocated line, the piers and abutments are supported on untreated timber piles.

In addition to the bridges mentioned, there are a number of culverts and cattle passes on the relocated line consisting largely of eight 6-ft. by 6-ft. or 10-ft. by 10-ft. concrete boxes.

Modernistic Treatment

While relatively small, the new station at Herkimer is highly modern in appearance and compact in arrangement. Having over-all dimensions of 49 ft. 6 in. by 78 ft. 8 in., it is somewhat irregular in plan, and is of brick and frame construction on concrete foundations and footings supported on cast-in-place concrete piles. The central and dominant feature of the station is the waiting room which is 22 ft. 4 in. by 31 ft. 9 in. in plan, and which has a ceiling height of 14 ft. 5 in., as compared with 11 ft. for most of other rooms. Other features of the station floor plan include a vestibule entrance to the waiting room at one corner of the building, compact and modern toilet rooms, a ticket office with private toilet, baggage and express rooms, an express office, several storage rooms, and a depressed boiler room adjacent to a coal bin under one of the store rooms. At the rear of the station, an enclosed passageway leads to the subway under the embankment, and two doors give access to this passageway from the station, one for passengers and the other for baggage and express.

In keeping with the modernistic motif, the exterior of the station is composed of a series of horizontal and vertical lines which are broken to some extent by the fact that the roof over the waiting room projects somewhat above that of the other parts of the building. The brick facing of the exterior walls is interrupted at intervals by horizontal bands or courses of precast concrete, the uppermost of which is the coping on the parapet walls. Adding further to the modernistic appearance are a number of glass block windows, including several

high in one wall of the waiting room, one in the vestibule, and one in each wall of the passageway to the subway. Other windows, including a large one in the facade wall of the waiting room, have steel sash with pivoted sections for ventilation.

An unusual feature of the station is the brick smoke stack, which likewise incorporates horizontal bands of precast concrete.

Towering 28 ft. above the copings of the lower section of roof, the stack proper is 4 ft. square in cross-section, but to give it an aspect of massiveness, two sides were built with a width of 6 ft. The projecting portions of these walls are tied to each other by a series of 3/4-in. steel rods spaced 1 ft. apart throughout the height of the stack.

Station Interior

On the station interior the public rooms have plaster walls and ceilings, and in the waiting room there is a wainscoting of varnished knotty pine, while the toilet rooms have floors and wainscotings of ceramic tile. For heating the station, a coal-fired boiler is provided which delivers steam to conventional cast-iron radiators. By means of a hopper at the track level and a suitable chute, coal is delivered directly from railroad cars to the coal bin under the station.

For the accommodation of passengers at the track level, an island platform, 1,200 ft. long, is provided between the two southerly tracks, which has a stairway for passengers, connecting with the subway to the station, and an elevator with a brick headhouse for handling baggage and express between the two levels. For most of its length the platform has a bituminous wearing surface between concrete curbs, but for a length of about 150 ft. in the vicinity of the stairway and the elevator well it consists of a concrete slab cast integrally with concrete stringers, which is supported either on cast-in-place concrete bents or posts or on parts of the subway structure.

In its central section, the platform is protected by a steel butterfly canopy 300 ft. long. As noted previously, a stairway at the westerly end of the platform connects it with the sidewalk level under the Mohawk Street bridge.

Decorative Harmony

For a distance of 227 ft. in the vicinity of the station, the embankment on the station side is held by a reinforced concrete retaining wall, in which the wall proper acts as a beam spanning between counterforts and footings spaced 11 ft. 4 in. apart, those being supported on timber piles. In the way of decoration, the exposed face of the wall was cast with a series of horizontal grooves, and in this respect it harmonizes with the general aspect of the station. Incidentally, this

same decorative motif was used in the abutments and wing walls of the street bridges.

In addition to the station, other buildings constructed in connection with this project included two relay houses, one with a repair shop, and a section house, which are of frame construction with asbestos siding and roof shingles.

Grading Work

In carrying out the project, more than 900,000 cu. yd. of grading was required, which was performed by a highly mechanized organization working in three shifts. The grading was started on May 21, 1941, and all work on the relocated line had been substantially completed early this year, although, as noted previously, it was not turned over for operation until April 5.

Plans for this project were drawn by the railroad under the general supervision of J. W. Pfau, chief engineer of the New York Central, Lines Buffalo and East. Contracts for the project were awarded by the State

Department of Public Works, and the construction work was supervised jointly by the railroad and the state. Negotiations with the state Public Service Commission and the general design were handled for the railroad by T. J. Jaynes, then engineer of grade crossings and now designing engineer; the bridges were designed under the supervision of H. T. Welty, engineer of structures; plans for the station were drawn under the supervision of J. P. Gallagher, architect; and during the construction phase of the work the railroad was represented by R. H. Kugler, assistant engineer.

The Lane Construction Company, Meriden, Conn., had the contract for the grading, the bridge substructures and the street work, while the Mutual Construction Company, New York, built the station and the other buildings.

The bridge steel was furnished and erected by the American Bridge Company, and the equipment for the signal system and track interlocking was furnished by the General Railway Signal Company. All track work was performed by railroad forces.

Reclining Coach Seat With Full-Length Support

SEATS for coach passengers designed by the Edward G. Budd Mfg. Company, Philadelphia, Pa., to assure greater comfort are now undergoing tests on the Silver Meteor of the Seaboard Airline.

Four experimental seats with new foot and leg rests have been installed for the purpose of studying travelers' reactions.

The seat is patterned after a steamer chair. The footrest, in one position, serves as a hassock. It is pivoted on standards which rise a few inches from the floor and can be swung back against the front of the seat to furnish full-length support of the legs and feet of the reclining occupant. This enables the traveler to sleep on his side



A Pocket in the Foot and Leg Rest Provides a Safe Storage Space for Pocketbooks or Small Packages

or to "curl up" and still have complete support for the knees and legs.

Each leg rest also contains a pocket into which can be placed for safety and convenience a woman's large pocketbook, shoes or small packages. The opening in this pocket is closed when the rest is in either the up or down position.

Another feature of the seat is the wide center arm rest which has been made the full width of the outer arm rest. Seat and footrest occupy 52½-in. of floor space.



A Coach Seat Which Supports the Reclining Passenger from Head to Foot

Adept Car Control a Prime Factor in War Traffic Performance

Every industry, shipper and individual citizen in this country, also the successful handling of civilian and war traffic, depend on the A. A. R. -directed work

By V. R. Hawthorne

Executive Vice-Chairman, A.A.R. Mechanical Division, Chicago

THE car activities of the railroads, coordinated through the Association of American Railroads, affect every industry, every shipper and receiver of freight, every citizen of our great country, and very vitally affect the prosecution of the war. Nearly everything we eat, wear or use in any way must be transported in railroad cars, including raw materials. Several different cars may have participated in the bringing to our homes of only one single item of furniture or household equipment.

The railway freight car has probably had more thought and effort devoted to its design, maintenance and use than any other vehicle of transportation. There were in interchange service in the United States, Canada and Mexico, owned by railroads and private car lines, as of January 1, 1943, 2,150,164 freight cars. Any one of the above freight cars may be loaded to any destination on the huge system of railroads in these countries. Freight cars on the Class I railroads in the United States alone operated in excess of 34 billion miles during the year 1942, 21 billion of which was loaded mileage. Freight cars on the Class I railroads in the United States alone handled 638 billion ton-miles of freight in 1942. It is estimated that these railroads will handle approximately 730 billion ton-miles of freight in 1943, or more tonnage than handled by all carriers, railway, Great Lakes, inland waterways, pipe line and air for the year 1941.

To utilize and maintain this tremendous amount of equipment and to handle successfully this vast amount of tonnage requires the utmost cooperation between the shippers, the owners of the cars and the railroads handling them for loading, transit and unloading. This cooperation is achieved through the Association of American Railroads, which is the result of many years of development and experience.

The Operations and Maintenance department of the association deals with all matters pertaining to operation, car service, transportation, equipment standards and maintenance and such other matters of a related nature as may require attention or may be referred to it by the president. Under this department, the car activities of the association are handled by three major divisions, namely, The Operating-Transportation, Car Service and Mechanical Divisions.

The Traffic Division also advises in connection with dimensions and types of cars to meet traffic demands satisfactorily and the Freight Claim Division advises in connection with car conditions or operations, which affect loss and damage of freight.

The operation and maintenance of railway cars in interchange is governed by a number of codes of rules which are made effective through agreements executed by the individual car owners and by tariffs. These agreements are the Car Service and Per Diem Agreement and the Interchange Rules Agreement. The tariffs involved are the mileage allowances and rules governing the handling of, also the payment of mileage and the equalization of mileage on cars owned by other than railroads, car demurrage rules and charges, storage rules and charges and charges on cars used in handling coal products at coal mines, coal washing plants, coke ovens, weighing stations, classification yards or elsewhere as provided therein.

Car Service, Per Diem and Demurrage Rules

(Mr. Hawthorne here traced the development of car service rules first adopted in 1893 and showed how effective they have been, as administered by the Car Service Division, in expediting the movement of freight cars. He included similar information about the functioning of the per diem rules which are interpreted and ruled on by the Per Diem Rules Arbitration Committee of the Operating-Transportation Division. He also showed how the demurrage rules, as supervised by five regional Demurrage Bureaus, operate to assure the prompt release of cars by quicker loading and unloading.—Editor.)

The Operating-Transportation division issues methods for loading commodities in closed cars. These rules are the result of careful study, experience and investigation and are prepared by the Committee on Closed Car Loading Rules of that division.

Regional Shippers Advisory Boards

Shortly after World War I, in 1923, there were organized thirteen Regional Shippers Advisory Boards, composed of important shippers of freight throughout the United States. The purpose of these boards is to form a common meeting ground between shippers and railroads for the better understanding of transportation questions, to adjust informally car service difficulties which may arise between carrier and shipper and to give the shipping public a direct voice in the activities of the Car Service division on all matters of mutual concern.

As a result of the efforts of the railroads and these Shippers Advisory Boards in conjunction with the A.A.R., the routing, distribution and handling of freight cars throughout the country has been greatly improved. The utilization and mobility of freight cars has increased and there has not been a serious car shortage on American railroads since 1922.

* Excerpts from a paper presented at the regular monthly meeting of the Western Railway Club, held at the Hotel Sherman, Chicago, on September 15.

There have been established throughout the country by the Shippers Advisory Boards, in cooperation with shippers, consignees and railroads, 600 car efficiency committees which are aiding extensively in bringing about greater utilization of the railroad plant. The efforts of these committees are directed to the advance ordering of the proper types of equipment for prompt loading, prompt unloading of cars on arrival and placement, the heavy loading of cars, the removal of dunnage, blocking and rubbish from cars after unloading, the procurement of a longer week for the loading and unloading of cars, regulation of intra- and inter-plant movement, regulation of flow of materials to prevent bunching of cars, the exercise of special cars in the loading and unloading of heavy shipments to reduce the car damage, the elimination, where possible, of light-weighting and re-weighting of cars, and many other items to conserve cars and manpower and to eliminate delays.

The activities of these committees has resulted in a large reduction in intra- and inter-plant movements and in many districts has practically eliminated the accrual of demurrage.

Military Transportation Section

At the beginning of the present war, the Car Service Division of the A. A. R. created the Military Transportation Section, composed of expert railway transportation men, to maintain close contact between military authorities and the railroads. Its headquarters were set up in the office of the quartermaster general in Washington, and it is in constant touch with army authorities and railway operating and traffic officers. Its staff of more than 70 persons is engaged on a three-shift, 24-hour schedule in planning and directing the unprecedented movement of troop trains and military supply trains throughout the country.

Formal acknowledgment of effective railroad efforts in handling the armed forces and military equipment was given in a letter addressed to J. J. Pelley, president of this association, September 17, 1943, by the Hon. Robert P. Patterson, under secretary of war and the Hon. James Forrestal, under secretary of the navy department, expressing appreciation on behalf of the war and navy departments to the men and women working on the American railroads for the splendid job they are doing in connection with the war effort.

To give you some facts in connection with the military transportation job of the railroads, the following is quoted from a recent radio broadcast made by W. C. Kendall, chairman of the Car Service Division: "The railroads are now moving 93 per cent of all army freight and express and more than 80 per cent of the armed forces." During the same broadcast Col. E. C. R. Lasher, deputy chief, traffic control division of the Office of Chief of Transportation of the war department said that the average journey for a soldier was 850 miles during the first 20 months of the war; and that the average movement of a division by rail covers 15,000 men and 6,300 tons of organization equipment and requires 65 trains of 1,350 passenger and freight cars. During these same 20 months, the railroads hauled nearly 100,000,000 tons of freight and express for the army, or about five times more than they did for the duration of World War I. At the present time, he said, the government is shipping more than a ton of supplies per man per month to maintain our fighting forces in overseas theaters.

Troop movements in sleeping cars of the Pullman Company totaled 6,530,000 troops during the first eight months of 1943, an increase of 52 per cent compared

with the same period of 1942. In July and August, 1,634,000 troops were so handled.

(Mr. Hawthorne here included an outline of the early development of the interchange rules which were first adopted in 1876 and undoubtedly represent the most important single accomplishment of the present A. A. R. and its predecessor associations in the interests of successfully handling the country's railway freight traffic.—Editor)

The Interchange Rules

The Interchange Rules are administered by the Mechanical Division of the A. A. R., the detail rules being prepared and administered by the Arbitration Committee, assisted by the Committee on Prices for Labor and Materials.

One of the first mechanical problems encountered in the interchange of cars was the diversity of standards for such important items as wheels, axles, brake beams, brake shoes, journal bearings, couplers, etc. In many cases the differences were so great as to prevent cars from being handled in trains of cars of other designs.

To overcome this, committees were formed to prepare standards for these and many other items. These standards are made mandatory through the Interchange Rules' Agreement and today cars can move all over the United States, Canada, and Mexico; be coupled together in trains; their brakes operated in harmony; repairs may be made from the material stocks of the handling lines without delay; the maintenance forces of all railroads are thoroughly familiar with their maintenance; and charges and credits in connection with repair operations and materials are handled on a uniform basis. Also made mandatory through the interchange rules are standard practices such as periodic attention to air brakes and periodic repacking of journal boxes.

Among the many items of car construction that have been standardized by the Mechanical division and made mandatory through the interchange rules are air brakes, axles, brake beams and shoes, couplers, coupler-operating mechanism, draft gears, hand brakes, journal bearings, wheels and stenciling on cars. The loading rules governing loading on open-top cars and tank-car specifications are also enforced through these rules.

Safety Given Every Consideration

Due to the tremendous demands of the war for steel and other vital materials, committees of the division in conjunction with the various technical advisory committees of the War Production Board have modified a number of material specifications of the Division. In doing this, every effort has been made to preserve safety.

The Committee on Car Construction in collaboration with the freight-car design committee of the American Railway Car Institute has prepared eight emergency standard designs of composite open-top freight cars and two designs of composite box cars, utilizing wood to the greatest practical extent. This effort has made possible the building for the railroads of freight cars that otherwise could not have been procured.

In collaboration with the Pullman Company and the American Car and Foundry Company, designs and specifications have been prepared for troop sleeping cars and kitchen cars and 1,200 sleeping cars and 400 kitchen cars are being built and all will be in service early next year.

The Committee on Tank Cars in collaboration with the tank-car design committee of the A. R. C. I. has prepared emergency designs of tank cars using thinner sheets and

two-piece heads which has made possible the building of a considerable number of much needed tank cars.

The Committee on Loading Rules has been especially active since the start of the war in assisting the shippers and military authorities in the development of methods for securing and bracing many new commodities on open-top cars and has, in cooperation with the Armored Force Board of the army, issued a supplement to the loading rules to govern the loading of mechanized and motorized equipment and large calibre naval guns.

The Car Service Division and the Mechanical Division are cooperating with the Office of Defense Transportation and the Petroleum Administration for War in the movement of petroleum products to eastern seaboard states. Numerous circulars and circular letters have been prepared and sent to the mechanical railroad officers and private tank-car owners in regard to the maintenance of tank cars engaged in this movement. Altogether some 70,000 tank cars and box cars and 1,400 locomotives are continually engaged in the movement of petroleum products to the eastern seaboard: from 400 to 500 oil trains constantly speeding eastward somewhere in between the points of origin and destination; 75 trains of 50 cars each arriving and being unloaded at their eastern destinations each day. Added to this is the westward movement of these cars moving back to the sources of supply to be reloaded. In addition there is a steadily increasing movement of petroleum products to the west coast.

During the four weeks ending October 9, railroads delivered 22,080,779 barrels of oil to the Eastern States. This was at the rate of 788,599 barrels a day. There were several weeks during the last summer, before the completion of the "Big Inch" pipe line to the East, when the railroads delivered approximately 1,000,000 barrels of oil a day to the eastern states.

Conditioning of Cars for Loading

During 1941 when traffic began to increase, particularly materials used in the manufacture of war equipment, ships, tanks, guns, etc., it was found that many cars were being placed in service which had been stored for a considerable time and that cars were being placed in service and continued in service which ordinarily would be retired or rebuilt. It was also found that, due to the employment of large numbers of inexperienced men, open-top cars were not being loaded in accordance with the requirements of the loading rules. This resulted in the delay of many important shipments due to transfers and adjustments of loads. This matter was considered by the General Committee of the Mechanical Division and circulars prepared to be sent to the members calling attention to the necessity of (a) closer inspection of cars at loading points; (b) better yard handling; (c) improvement in servicing of journal bearings; (d) enforcement of rules governing loading in open-top cars; (e) better maintenance of cars.

Local mechanical committees were organized at all large production centers to put into effect such arrangements as would insure these matters receiving prompt attention. These committees in turn organized subcommittees and have been very active and helpful in improving conditions of cars for loading, seeing that cars are properly loaded and very materially reducing delays to loaded cars. A large amount of credit for the tremendous job being done by the railroads belongs to these local mechanical committees. They have also been particularly helpful in connection with the proper inspection and maintenance of tank cars engaged in the heavy movement of petroleum products to the eastern seaboard. The

Mechanical Inspection Department of the Mechanical Division has been active in cooperating with railroads and the private tank-car owners handling this petroleum products movement in inspecting repair facilities and practices and recommending action to be taken for improvement where required.

Record of Accomplishments

While the foregoing may seem unduly dry and uninteresting, it tells you something of the organization and activities which coordinates the work of all of the individual railroads, shippers and receivers of freight to bring about the utilization and service of the car equipment of the American railroads to help produce the following record of accomplishment:

1—In every month of the first half of this year carloadings were below the same month last year, the aggregate reduction being 4.6 per cent. Yet ton-miles in the same period increased 60 billion, or 20.6 per cent.

2—Miles per car per day averaged 47.7, exactly the same as for the last half of 1942 and the highest ever recorded.

3—The percentage of empty mileage was down to 36.6 versus 37.1 last year and 37.3 in the last half of 1942.

4—For the first quarter of 1943, the average haul per ton of freight was 515 miles against 454 miles last year.

5—For the same period, the average tons per car of carload freight was 40.61 compared with 37.56 last year. This increase in load per car alone saved the use of 114,632 cars and reduced the carloadings by 652,944.

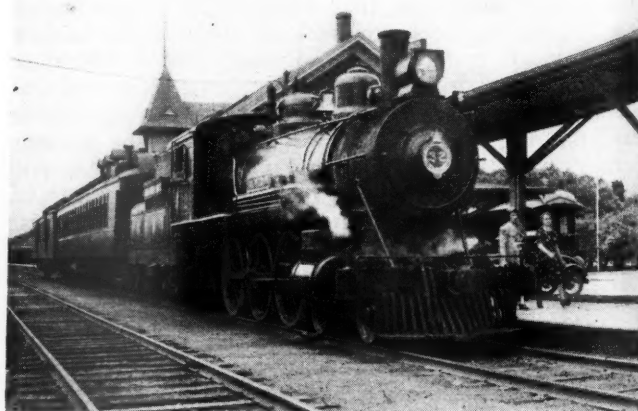
6—The average turn-around time of serviceable cars, while higher in the first six months due doubtless to longer hauls, was down to 13.7 and 13.3 in July and August respectively, both below last year and only slightly over the October, 1942, figure of 13.1 days.

Since July 1, the carloading trend has been reversed, every week but one showing an increase over last year, and several recent weeks reported topping 900,000 cars.

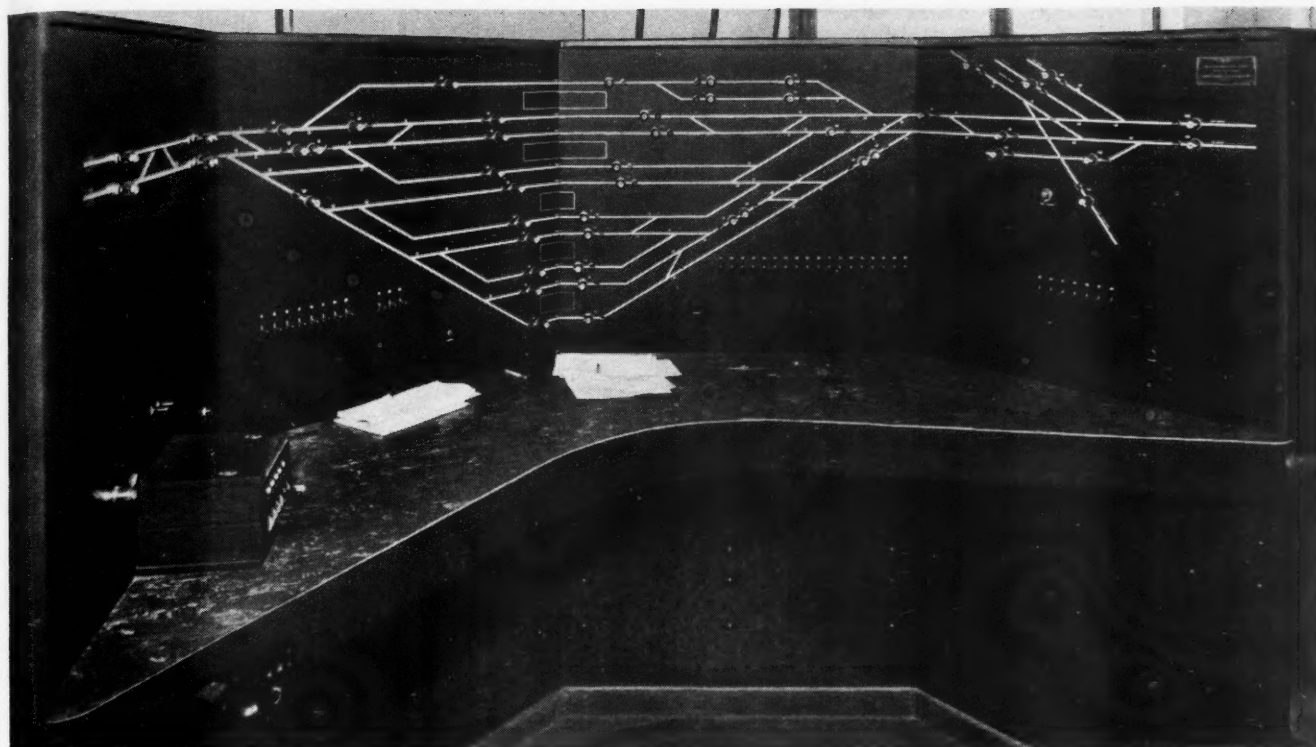
It is estimated that the Class I railroads will handle approximately 730 billion ton-miles of freight in 1943.

Little help can be expected from additional new cars or locomotives. In the first seven months last year 51,606 new cars were installed; this year the equivalent figure was 12,030. The only possibility of protecting new high loading demands will be through persistent and more intensive attention to every detail of car handling that will promote more efficient use. Only by getting more useful and more productive days service from every car than has ever been done before will the full requirements be met.

* * *



The Kingsport Local at Kentville, N. S., on the Dominion Atlantic (Canadian Pacific)



The Entire Interlocking, Including Both Ends of the Track Layout, Is Controlled from One Machine

All-Relay Interlocking Installed at Birmingham Terminal

One NX plant with control machine at a central point replaces two previous interlockings, one at either end of the station layout

IN THE passenger station track layout of the Birmingham Terminal Company, Birmingham, Ala., two interlockings have been replaced by one new all-relay interlocking, controlled by the entrance-exit machine and system of circuits. The track layout and passenger station facilities of the Birmingham Terminal Company are used by trains of several railroads, including the Alabama Great Southern, the Central of Georgia, the Illinois Central, the St. Louis-San Francisco, the Seaboard Air Line, and the Southern. When this passenger terminal was constructed in 1907, the project included two General Railway Signal Company Model-2 electric interlockings, one at the north end with 64 levers and the other at the south end with 80 levers. As originally installed, these plants included solenoid-type semaphore dwarf signals and Model-2 switch machines with detector bars, no track circuits being provided. Although these plants had been maintained satisfactorily and, in addition, given general overhauls about every 10 years, no extensive replacements or improvements had been made.

Owing to the obsolescence of the interlocking apparatus, the lack of track circuits and other features that were not up to present-day standards, the fact that

the old interlocking machines, signals and switch machines were worn beyond the stage of economic repair, and the further necessity of renewing insulated wire and cables, replacement of the interlockings as a whole was deemed advisable.

Most of the rail in service was 85-lb., and in such condition that it was not economical to continue its use with new interlocking apparatus. At the same time, since it was possible to devise a simplified track arrangement by rearranging and eliminating most of the double-slip switches and to extend the lengths of some of the platform tracks by relocating other switches, it was decided to relay all track and switches with new 100-lb. rail. Rather than rebuild the old interlockings in kind, it was decided to install an all-relay plant, using the entrance-exit type of control from one machine at a central point and a new elevated two-story structure, with the operating room for housing the NX control machine on the second floor, was constructed over the station concourse. Furthermore, the elimination of the two old towers made available space for certain desirable simplifications in the track layout.

The passenger trains handled by this terminal daily include 12 trains for the Alabama Great Southern 4



View Showing a Typical Switch Machine, as Well as Three of the Dwarf Signals

each for the Central of Georgia, the Illinois Central, the St. Louis-San Francisco, and the Seaboard Air Line, thus totaling 40 scheduled trains. Also, within recent months, several of the through trains have been operated in two or more sections practically every day.

Birmingham is an important point for the interchange of passengers, so that practically all the through trains set off or pick up dining cars, sleepers, or other cars in this terminal, requiring an average of eight switching moves when remaking each of these through trains.

Just east of the station tracks, the Southern has two freight main tracks, as well as a small yard layout, these main tracks and the yard tracks being connected into the interlocking at the south end but not at the north end. Transfer moves on these freight tracks and switching moves in and out of this yard are made at frequent intervals. Counting all train and switching moves, the number of lineups made by this new NX interlocking may range from 400 to as many as 600 or more daily. The peak periods occur during the early morning and the late afternoon.

General Layout of Plant

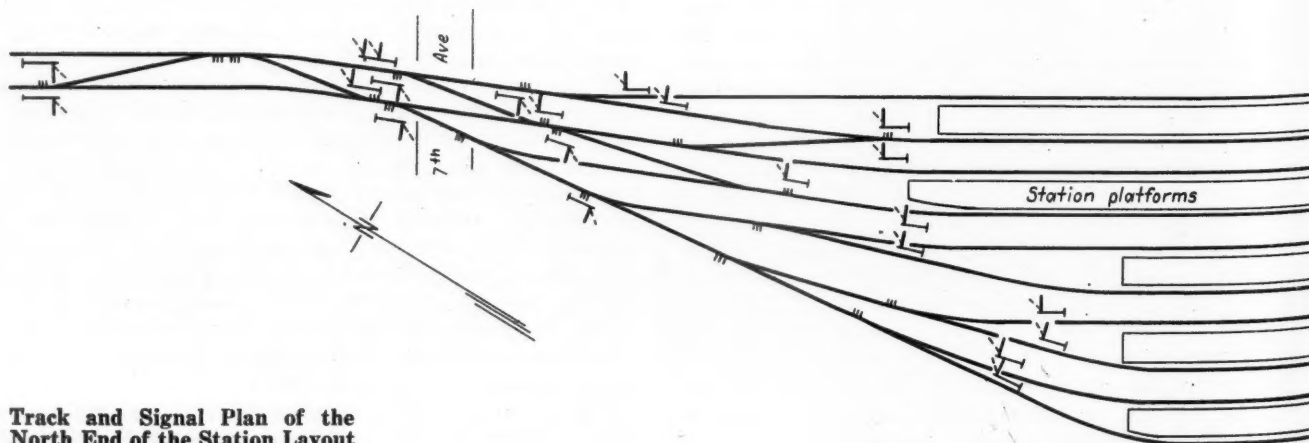
The accompanying diagram shows the track and signal layout of the new interlocking, which includes 23 single switches, 11 crossovers, 1 single and 2 double slips, 1

derail and 51 signals. All passenger trains stop at the station, and, therefore, from the standpoint of operation, the switches and signals at the north end of the layout can be operated entirely separate from those at the south end. The sections of track alongside the station platforms are equipped with track circuits; however, these track circuits do not enter into the control of signals but are used only for the control of indication or track-occupancy lamps on the panel of the interlocking machine.

Two-Aspect Signals

All train movements in this terminal area are at slow speed, and, for this reason, dwarf signals which display only two aspects are adequate, the stop aspect being red and the proceed aspect yellow. The Type-MD dwarfs, used in this new plant are particularly adaptable to close clearances, permitting the signals to be so placed as to permit insulated joints to be located where they should be, and to utilize all the track length available.

The case for each of these MD-type dwarf signals houses the signal control relay and the signal light-out relay. This light-out relay is in series with the filament in the red unit of the signal. If the signal should display the red aspect at a time when the lamp or connection has failed, the light-out relay is released, which causes a



Track and Signal Plan of the North End of the Station Layout

flashing red light to be displayed in the entrance knob, thus warning the leverman to call the maintainer to replace the lamp in the signal.

Interlocking Machine

The panel of the interlocking machine consists of four sections which are set at an angle of about 15 degrees, thus forming an irregular semi-circle so that the leverman seated at the desk can reach any of the knobs or buttons. This machine has 50 entrance knobs, which are located on the track diagram at the locations corresponding with the respective signals on the ground; likewise, 50 exit buttons are located at the points corresponding to the places where trains depart from the home signal limits. In order to initiate a route, the man in charge of the machine operates an entrance knob, and then the exit button, following which the switches are moved automatically to the positions called for in the track line up and are locked; then the signal for the route clears. Routes can thus be established from signal to signal. Where there are two or more signals on the track to be followed by a train when entering or leaving the station, operation of the first entrance knob and the final exit button will line up the entire route and clear the several signals, this being designated as end-to-end control.

The entrance knobs can be pushed, pulled, or turned to effect different forms of control. Stick control of a signal is initiated by pushing an entrance knob, and then pushing an exit button, in which instance no action is required on the part of the towerman to restore the controls to normal, this being done automatically when the train accepts the signal and occupies the first track circuits in the interlocking. If the towerman desires to cancel this type of route, he does so by pulling the entrance knob.

When making switching movements, it is necessary to clear signals which govern to occupied sections of interlocking limits, and to establish this "call-on" control of a signal; the initiation is effected by turning the respective entrance knob 90 deg. and then pushing the exit button. Having set up such a control, the entrance knob must be rotated back to its normal position in order to return the circuits to the normal condition. As a reminder to the towerman that a call-on control is in effect, a white lamp is flashed in the face of the entrance knob from the time the signal clears until the towerman rotates the knob back to normal.

The track layout is represented by white lines $\frac{3}{16}$ in. wide engraved on the panel. Small points of light mounted in these lines are lighted red or white, steady or flashing, under different operating conditions. Normally the panel is dark. The positions of the switches are indicated on the panel by three points of light, one in the normal leg, another in the reverse leg, and a third at the point, rather than by the conventional method of small movable point indicators. Any call for a switch illuminates the point of light steady in the leg called for. The light at the switch point, known as the pivot light, either burns steadily if the switch is in correspondence, or flashes if the switch is out of correspondence.

When an entrance knob and an exit button are operated, the points of light in the white line connecting that entrance knob and exit button are illuminated with a steady white light; any switches in the route that are out of correspondence with the route call are indicated by the pivot light for that particular switch flashing white until the switch is in correspondence with the call and locked, after which the light becomes steady white.

When a train accepts the signal and enters the plant

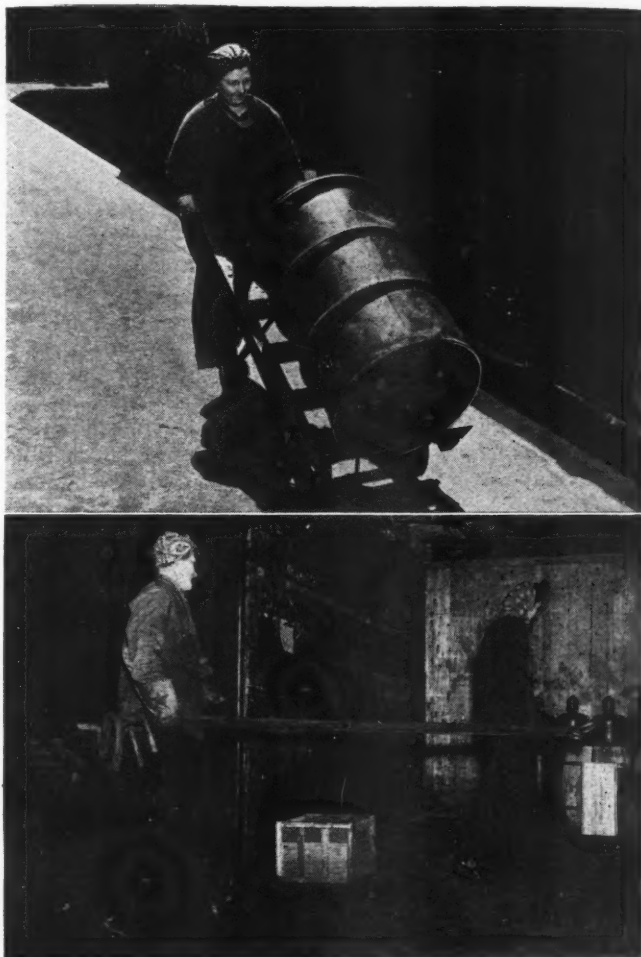
limits, the lamps in the track diagram representing the separate track sections change from white to red to indicate track occupancy, and they remain lighted until the rear of the train clears the track section involved, at which time the lamps are extinguished, thus restoring the diagram to the normal condition with no lamps lighted for the respective track section or sections.

The lamps inside each entrance knob are normally extinguished. When an entrance knob and an exit button are operated, the red lamp in the entrance knob is lighted. When the corresponding track line up is completed and the signal cleared, the white lamp, inside the entrance button being used, is lighted if the entrance knob had been "push"-operated, or the white lamp flashes if the knob has been rotated to initiate control for a call-on aspect.

Construction by Railroad Forces

This new interlocking and track construction were installed by forces under the direction of H. E. Johnson, superintendent of the Birmingham Terminal Company, D. C. Walters, assistant to vice-president, signal and electrical, Southern Railway System, had general jurisdiction over the design of the interlocking, and H. A. Hudson, signal and electrical superintendent of the Southern Railway at Cincinnati, Ohio, had general charge of the construction. The major items of equipment for this interlocking, including the signals, switch machines, relays and control machine, were furnished by the General Railway Signal Company.

* * *



Typical Wartime Scenes in New York Central Supply Work Where Women Are Relieving the Manpower Shortage

Traffic to Rise as Victory Nears

THE more favorable the production and military situation becomes, the more tons must be transported to hasten the completion of the fighting job, according to H. F. McCarthy, director of the Division of Traffic Movement of the Office of Defense Transportation, in an address before the annual meeting of the National Industrial Traffic League at Chicago on November 18-19. The meeting, over which Ralph R. Luddecke, general traffic manager of Standard Brands, Inc., presided, went on record as opposed to statutory rate making, discussed the handling of war traffic and considered post war transportation.

Officers elected for the ensuing year are as follows: President, John B. Keeler, assistant general traffic manager of the Koppers Company, Pittsburgh, Pa.; vice-president, Alonzo Bennett, vice-president of the Federal Compress and Warehouse Company, Memphis, Tenn.; and treasurer, R. W. Campbell, manager of the traffic department of the Butler Paper Corporation, Chicago. Regional vice-presidents elected are as follows: New England, William P. Libby, vice-president of the Plymouth Cordage Company, North Plymouth, Mass.; Trunk Line, J. S. Wood, vice-president of the Pan American Petroleum & Transport Co., New York; Central Freight, George A. Blair, general traffic manager of Wilson & Company, Inc., Chicago, Ill.; Western Trunk Line, L. P. Siddons, traffic manager of the Holly Sugar Corporation, Colorado Springs, Colo.; Southwestern, F. A. Leffingwell, secretary-treasurer of the Southwestern Industrial Traffic League, Dallas, Tex.; Southeastern, M. M. Emmert, traffic manager of the Coca-Cola Company, Atlanta, Ga.; Northwestern, Martin F. Smith, secretary of the Southern Minnesota Mills, Minneapolis, Minn.; and Pacific Coast, W. G. Stone, manager of the Transportation department of the Sacramento, Calif., Chamber of Commerce.

The Peak Has Not Passed

"When I hear the phrase, 'the peak has passed,'" Mr. McCarthy said, "I am concerned, because the man who makes such an observation is likely to have passed the peak of ability and willingness to accomplish. Because of my job, naturally, I want to accumulate a safe margin and to insure a peak of ability and willingness in the future. We have asked so much of the carriers and shippers that it's only fair and reasonable to require that O. D. T. define its reasons for its present course of action—for we are intensifying and perfecting the controls and correctives already applied. There is not one faint sign of relaxation in any field.

"The more favorable the production and military situation becomes, the more tons must be transported to hasten the completion of the fighting job. Good war news means heavier war traffic, and that heavier movement is in being and is in greater prospect. That's the outlook for the next several months. The end of the war with Germany, whenever it comes, will mean in transportation terms that the tons of freight will merely be dedicated to fight the Japs even more intensively, and to help rehabilitate the victims of aggression. The traffic movement job will tend to increase with military success—that's the outlook for the next several months.

"We are now entering the winter months. All of

N.I.T. League goes on record as opposed to statutory rate making, in action taken at annual meeting

us know that transportation is characteristically an outdoor activity and affected by adverse weather. There is no reason to hope or expect a milder winter than last year. Regardless of omens or the usual forecasts of the self-styled weather wise, in our estimations of the risks we should prepare for a more generally severe winter—not because any of us know, but because nature might up with a 'Sunday Punch.' Our study of the Weather Bureau records of last winter indicates that, except for the northern part of Trunk Line territory, it was less than the average winter. We certainly have had worse winters, and next winter can be a record-breaker, with all of the adverse effects upon transportation—a total lessening of ability to move ton-miles with the existing facilities.

Continuation of Resourcefulness Necessary

"Like every other activity in our war economy, we must reasonably look forward to increasing manpower stringencies in transportation. Winter weather will increase these shortages, entirely aside from other drains. We know that resourceful action can partially offset the loss of employees, but realistic experts warn us that a general shrinking of the labor supply available to transportation agencies will proceed during 1944. Only to the degree that there can be mitigation of the effects of this shrinking in the most critical occupations and in the most critical areas, can we continue to escape severe troubles, regardless of other developments. The shippers are also reporting labor problems which curtail their ability to contribute fully to transportation efficiency. Probably every man in this room can think of an example of lost transportation capacity because of labor shortage. Certainly, we cannot hope for the best in this field, for the trend is adverse and all well-informed men expect that adverse trend to continue for several months.

Conservation Is Required

"Although, the resourcefulness of the carriers has been so remarkable that there has been an over-present tendency to gamble on that resourcefulness, just as there has been a tendency to gamble too much on the ability of the shippers to help themselves. The transport plant expansions have been modest, even if they have been as large as might reasonably be expected during a period of prime emphasis upon the fighting war. Right now, that plant can do the job for the next several months only with a continuation of that resourcefulness already displayed, together with a further perfection and intensification of the controls and correctives already known, and in O. D. T., I. C. C., and carrier and shipper programs.

"Until there is a much safer carrying capacity margin than we feel will exist in the months ahead we will not

relax our pressure on industry through WPB and WFA to accomplish those savings. We've said before, and it's true now, that conservation of material requires conservation in the use of transport in order to permit us to conserve those scarce materials. It would be entirely inconsistent for a claimant agency to fail to be a resourceful conservation advocate and a successful conservation program proponent. The program is a modest one, for everyone recognizes that the haulage conservation possibilities that stop short of industry disruption are not large. We are persuaded that some things can be done by the industry branches working resourcefully and enthusiastically, which will relieve transportation—conserve transportation if you prefer—without having all the dire effects which have been publicly feared.

Freight Priorities Not Likely

"There is another fear and concern which I want to expose to the treatment of truth and fact. Rumor after rumor spreads throughout some section of the country regarding embargoes and priorities. I dare not quote one to you, lest it be abstracted from these words and spread as a fact.

"The facts are these. The transcontinental railroads are being called upon to perform a transportation task which closely approaches their total capacity. This is the result of the sudden imposition of war-impelled traffic which came on them after war broke out. Although they have enormously expanded their capacity before and since the war by expenditure and magnificent effort on the part of men and management, the war load continued to approach the total capacities of those lines. The O. D. T. and I. C. C. have a joint official working with all of the Western carriers, keeping the flow of traffic distributed so that congestions will be prevented as this surge of war traffic continued.

"Naturally, a wise agency takes precautions against the adverse hand of fate and misfortune. Therefore, we asked the economic agencies—WPB and WFA—to examine the commodity traffic flow statistics which we prepared, and requested them to complete a unified list of commodities which could be embargoed for short periods without unduly impairing the war effort. The thought was, and is, that even the most unforeseen circumstances would not require more than a temporary and partial lessening of the load to permit the carriers to overcome the conditions which gave rise to the need. Remember, in the face of floods of tremendous severity in the Mississippi Valley, the flow of traffic continued at almost full volume; and the total flow was restored in an incredibly short time. The recuperative powers of our railroad network are great.

"Therefore, we have a list of commodities—a completely secret one I hope—so that when a certain measure of relief is required, we can provide it for a short period. I repeat—this is precautionary only, and right now I want to say that it does not appear to me that we are going to use that list.

"From my knowledge of the future traffic load and the activities of the men responsible for moving that load, as well as my belief in the contributions which all shippers can make, I have come to the conclusion that, barring an outstanding misfortune, the embargo-priority plan will not be invoked. In making that statement, I chance misquotation and I plead for exactness. Furthermore, I urge shipper contribution, especially in the form of studied, efficient routing practice. I have had so well demonstrated the resourcefulness of the carriers work-

ing with O. D. T. and I. C. C. that I wonder why the rumors did not result in a roar at me or at O. D. T. denying the need. Certainly, we encounter denials of need about conservation activities that are far more justified. Instead of that roar—or request for confirmation—we experience hysteria. Will you believe me—and spread the word—stop that foolishness! The facts that would conceivably call for such drastic and last resort action will be evident before the action takes place."

Equipment Situation Discussed

The small numbers of locomotives and cars that are being added to the railroads supply under the restrictions of W. P. B. were discussed in the report of the Transportation Instrumentalities and Car Service committee. It said in part:

"Although it is the general theme of the hour that no civilian individual or group shall in any way question the conduct or policy of the military, it is difficult to understand why, in the face of the tremendous load that is being placed upon transportation agencies, more new equipment is not being allocated and delivered to those agencies to perform the increasing load that may be, and unquestionably is, ahead for them.

"While only a small portion of the equipment ordered by the railroads can be either approved or delivered, it is perhaps not amiss to point out here that some of the railroads that are hauling unprecedented volume of freight are not ordering any new cars, preferring to use their accumulated monetary surplus for reserve or bond retirement, while at the same time depending on equipment of foreign roads to haul their own line tonnage on a per diem rental basis. While it is not our purpose to inject our suggestions into individual railroad management, this is a policy that cannot be justified and should not be condoned."

Because of the many views expressed as to what form post-war transportation should take, the League, having in mind the interests of shippers, elected to create a special committee to formulate a policy for it. "We are impressed," the report of the Special committee on Transportation and National Policy stated, "by the need for serious study by organizations like the National Industrial Traffic League of a post-war transportation plan in order to avoid drifting into a labyrinth of surplus transportation in the post-war period."

Deferred Maintenance

The Legislative Committee was of the opinion that "tax-exempt" deferred maintenance reserves, perhaps on a basis approved by the Interstate Commerce Commission, may properly be advocated by the League in the interest of shippers and of adequate railroad transportation service and recommended that the League go on record accordingly. The members, however, modified the resolution to include other types of transportation.

In commenting upon deferred maintenance reserves, the committee said, "The present rate of wear and tear on railroad property is very great, but because of the shortage of manpower and materials, much of the ordinary maintenance and repair work cannot be done currently and must be deferred. If maintenance could be kept current, the amounts spent would be classed as expenses of operation and therefore deductible before computing taxes. However, under the present tax law, amounts laid aside for deferred maintenance are subject to taxation, generally at the excess profits rate of 81

per cent, so that it is impossible as a practical matter to lay aside for future use amounts which cannot be spent for current maintenance. The Interstate Commerce Commission has approved, as a matter of accounting, the setting up of reserves of such amounts as the railroads would have spent if men and materials had been available.

"Every shipper has an interest in the post-war ability of the railroads to rehabilitate their properties, and therefore in the establishment of deferred maintenance reserves that will enable them to do this. In this way efficient and adequate service can be assured, and a depleted physical and financial condition of the railroads avoided. While the same principle would seem to apply to other industries, the League is of course interested primarily in the transportation agencies."

Not Enthusiastic Over Work of Research Board

The members of the Special committee on Investigation and Research of Transportation Agencies was not "enthusiastic over the work so far done by the Board of Investigation and Research." The report stated, "Your committee is of the opinion that the board made a fundamental error in not devoting all its time to its basic statutory assignments, which time would have undoubtedly enabled it to submit its report and recommendations thereon by this time and in justification of the public funds appropriated for its functioning.

"While not taking issue on its report on interterritorial freight rates, your Special committee points out that the controversial subject of interterritorial freight rates is divided along sectional or regional lines, the two members of the board from the South and West being in agreement and the member from the Northeast being in disagreement, and with the former recommending curtailment by statute of the discretionary authority of the administrative agency already entrusted with full powers of investigation and action in such matters.

"It is possible that the time and expense given by the Board in its study of matters not assigned to it by statute may serve some useful purpose by clarifying certain questions of fact. Your committee has considered that the devotion of the board's time and effort to the specific duties assigned to it by statute were sufficiently important to justify its continuance and it is hopeful that the board will now do so in order that it may complete its reports and recommendation on such unfinished phases prior to the termination of its tenure of life."

Passenger Traffic

In its report on the passenger traffic situation, the Passenger Traffic Committee said that if passenger traffic continues to increase, the only answer is a restriction on travel on priorities. "We believe," the report continued, "that the railroads should continue their publicity on the inconvenience of travel and suggest that persons not having a valid reason should not travel."

An exception to the report of this committee contended that "there is still an enormous amount of social and nonessential travel, regardless of the psychological attempt of the carriers to prevent it. Little progress is being made by attacking this problem in a half-hearted manner.

"The league should go on record as favoring the adoption of regulations;

"1. To eliminate reservations being placed on diagrams under name of individual or organization. If

space is desired, actual purchase of rail and Pullman tickets involved should be insisted upon, and space not be held for problematical plans.

"2. Refuse refunds unless space is cancelled at least two hours before train departure, except in the case of missed connections.

"Insisting upon cash payment for space should eliminate careless reservations made before adequate travel plans are laid.

"A restriction on refunds is not unjust. Carriers are responsible for missed connections and thus have a liability to pay damages caused by carriers' fault. However, change in travel plans by the passenger, sudden illnesses, and over length conferences can in nowise be considered controllable by the carriers and they should not be required to suffer a loss on these accounts; nor on the other hand should they receive two payments for the same space. If the space actually is sold, regardless of it not being cancelled, this can be covered adequately by tariff regulation."

Suggestions for Merchandise Service

In response to a question by a large railroad as to what the railroads should do to make their l. c. l. service more attractive to the shipping public after the war, the L. C. L. and Merchandise Committee submitted a list of suggestions at the meeting and received authority from the members of the league to present the idea to interested railroads as suggestions only and without the League. These suggestions follow:

1. Adequate and proper distribution of merchandise schedule information.

2. Equip cars with loading device to prevent damage.

3. Make more through station-to-station cars. If necessary, provide a smaller car for the purpose than the present 40-ft. to 50-ft. box cars and expand container movement.

4. Schedule as many cars as possible for daily movement and also as many additional cars as possible for three-day-a-week movement; even two-day or week-end movement.

5. Time in transit should be such that it can be relied upon.

6. Merchandise car service should be so loaded that no shipment should pass through more than one transfer station on a single railroad system.

7. Adopt the principle of a graduated minimum charge. In other words, a minimum charge to be based on a 40-lb., 60-lb., 80-lb., shipment in addition to the present 100-lb. shipment.

8. Provide discounts off l. c. l. rates for one-half or one-fourth cars.

9. Provide service and special rates for the distribution of pool cars, including pro-rating and advancing charges, as is permitted under Section 408 of Part IV of the Act.

10. Centralize pick-up in large cities so that one agency can pick up for many destinations (same as a forwarder does now.)

11. Centralize store-door delivery for the same reason.

12. Establish special departments for l. c. l.

The League went on record as opposed to uniform freight charges on government purchases as proposed in S. J. Res. 75 and did not favor joint forwarder rates. It was desirous of retaining the present bill of lading and way bill and voted that if the one-writing bill of lading and way bill is made mandatory, to ask for a suspension. It also contended that spotting is a part of railroad service and should be covered by the freight rate charged.

Favors Senate Action on Wages

Interstate commerce group recommends favorable report on strengthened Truman resolution to provide eight-cent raise for non-ops; Reed approves the move as only way out of government operation threat

WASHINGTON, D. C.

As this issue went to press, Congressional leaders were reported to be undertaking to arrange new conferences between the parties and Economic Stabilization Director Vinson, looking to a compromise settlement of the non-op wage controversy which would avoid Congressional action on the Truman-Crosser resolution. One possible compromise would be graduated increases, ranging from 10 cents an hour to 7 cents, the basis on which the non-op leaders have reported they once reached an understanding with President Roosevelt, only to have it upset by Mr. Vinson.

ened non-op strike will be government operation of the railroads, which he said is desired by "a group influential in this Administration." He wants "no more government operation of railroads," and he thinks that passage of the resolution is "the only thing which stands between the country and this disaster." Another member of the subcommittee, Senator Wagner, this week expressed the hope that Mr. Vinson might modify his stand and thereby avoid Congressional action on the issue. A similar expression came from Senator George, Democrat of Georgia.

No Sacrilege Against "Little Steel"

The subcommittee's report asserted that "contrary to the statement of Judge Vinson, the passage of this resolution will not disturb the 'Little Steel' formula nor will it express directly or indirectly Congressional disapproval of that formula. The subcommittee favors the stabilization of wages as required by the Stabilization Act of October 2, 1942, and subsequent Presidential orders authorized by that act. The gross misinterpretation of this act has caused so much confusion that Congressional clarification seems necessary. That is all S. J. Resolution attempts to do."

The report went on to cite Director Vinson's call for a sliding scale adjustment, pointing out that the eight-cent raise and the Vinson proposal would differ "by less than one per cent" in the effect on the total payroll. "Obviously the railroad industry wage agreement is not inflationary since Judge Vinson maintains that his substitute is not inflationary," the report added. It continued as follows:

"The unsettling effect of Judge Vinson's proposal is plain to all practical railroad men. The arbitrary sliding scale proposed by Judge Vinson would destroy existing wage differentials, and would be contrary to sound industrial practice and in violation of the directive of Justice Byrnes on which Judge Vinson claims to rely. The folly of creating new inequities, by introducing this sliding scale, is evident.

"The President's emergency board in recommending the eight-cent wage increase followed the principle and requirement written into the stabilization act that wage adjustments should be made when necessary to correct gross inequities and to aid in the effective prosecution of the war.

"The subcommittee finds that this is the fundamental principle involved in this dispute between Judge Vinson on the one hand and other government officials plus the railroad industry on the other. Advice from every competent and informed source assures us that approval of the wage agreement is necessary to remove gross inequities and to aid in the effective prosecution of the war. Such approval will not weaken but will fortify the 'hold-the-line' policy of the President."

Senator Reed's separate statement recalled that the non-op leaders were dissatisfied with the eight-cent raise

DENYING Economic Stabilization Director Fred M. Vinson's charge that such action would break the "Little Steel" formula, a subcommittee of the Senate committee on interstate commerce has recommended a favorable report to the Senate on a strengthened version of Senate Joint Resolution 91, introduced by Senator Truman, Democrat of Missouri, to give Congressional approval to a straight eight-cents-per-hour wage increase for non-operating railroad employees. The subcommittee, headed by Senator Johnson, Democrat of Colorado, held hearings on the measure and received the Vinson statement as reported in *Railway Age* issues of November 13, page 759, and November 20, page 837.

As noted in the latter, Mr. Vinson's statement reasserted his opposition to an across-the-board increase as violative of the "Little Steel" formula in view of the December, 1941, increase which gave the non-ops a raise amounting to more than 15 per cent. Meanwhile, the O. E. S. director has approved graduated increases ranging from 10 to four cents an hour on the "substandard of living and interrelated job classification" basis.

Adopt Language of Crosser Resolution

The amended resolution which the subcommittee would have the committee recommend for Senate action adopts the language of House Joint Resolution 187, introduced by Representative Crosser, Democrat of Ohio. Thus it would stipulate that the August 7 management-labor agreement for the eight-cent raise "is in accord with the requirements of the Railway Labor Act and all other requirements of law, and shall be held so to be, anything in the law or laws of the United States to the contrary notwithstanding."

In addition to Chairman Johnson and Senator Truman, members of the subcommittee are: Senators Wagner of New York, and Tunnell of Delaware, Democrats, and Shipstead of Minnesota and Reed of Kansas, Republicans. All except Senator Tunnell signed the report to the full committee, while Senator Reed issued a separate statement outlining his reasons for favoring Senate action.

The Kansan is fearful that the outcome of the threat-

when it was recommended by the emergency board; "but under pressure on their leaders by President Roosevelt, the brotherhoods agreed to accept it." From the record of the subcommittee's hearings the Kansan went on to highlight the history "of delay and devious handling of this matter from May to October." He also found in the record "broad intimations that much more could be said about dubious delays in shuttling back and forth between various government agencies undertaking to deal with this matter."

Mr. Reed has not regarded the subcommittee as a "wage board," but has looked to it for a solution of the impasse. And he cited the statement by Jacob Aronson, vice-president of the New York Central and counsel for the Carrier Conference Committees, who conceded that passage of the resolution would be regarded by the railroads "as a solution." The only role of the subcommittee, as Mr. Reed saw it, was to determine whether the August 7 agreement "is a legal contract based upon a determination made by proper procedure under the Railway Labor Act; that the determination was a valid determination; and that the contract should be permitted by administrative authority to go into effect."

In other words, he did not think the subcommittee was called upon to pass upon Judge Vinson's action, or to argue with the O. E. S. director; although the Kansan had no hesitation in saying, "as an individual senator," that he regarded "Mr. Vinson's statement as to the effect of the wage adjustment recommended by the original board in comparison with Mr. Vinson's own program as inaccurate and without substantial foundation."

Coming to his discussion of the government-operation threat, Senator Reed called it "of vastly greater importance to the welfare of the country than the imaginary evils conjured up by Mr. Vinson." The Kansan conceded that the interested brotherhoods are justified in being "exasperated with the delay in reaching decisions and devious methods attached to the handling of their wage problem." He has "no doubt" that the membership of the unions will authorize the fixing of a strike date. Thus "the country is heading into a situation where the President must and will exercise these [war] powers and take over the entire railroad system for operation by the government." Senator Reed can think of "no greater disaster that could be inflicted upon the country at this time"; and he sees "no other way out" than passage of S. J. Res. 91.

Efficiency Now; Confusion in World War I

"The entire railroad transportation system of the nation," he went on, "has done a magnificent job under the pressure of war conditions. It is handling the greatest volume of business in its history. It is doing its job efficiently, expeditiously, and completely. The contrast between current operation of railroads by their own management and the indescribable confusion brought about by government operation in World War I is still clear in the minds of us who have been privileged to observe both."

"Even if the government took over the railroads, and even if it could operate them efficiently, which, in my opinion, it cannot, there would still be this wage controversy remaining to be settled. There is no reason to believe that a government handling of this railroad wage controversy would be any happier and more successful than the government's miserable fiasco in the handling of the coal mine wage dispute."

Senator Reed closed with his reference to the "group,

influential in this Administration," which "desires permanent government operation" of the railroads. "How influential this group may have been in producing the present situation, I do not undertake to say," he added. "In any event, here is an opportunity which that group has long sought. As a member of the Senate of the United States I have no intention of pouring any water on the wheel of government operation of railroads."

Non-Ops Report to Public

Meanwhile, the non-ops have issued a "report to the American people" in the form of a 34-page pamphlet designed to be "a complete statement of the facts underlying the wage crisis, and the events which have led to the deadlock now threatening the transportation industry." The pamphlet's foreword warns that the present crisis may not fail to "cris," as have those of the past; for "the old safeguards, which made railway labor crises seem 'false alarms' are no longer operative." That statement came after reference to how the public had "come to believe, with some justification, that the danger of actual stoppage in the industry was remote."

"The current situation, however," the foreword continued, "is not to be judged by those which in the past yielded to the procedures established under the Railway Labor Act. The railway labor unions have sought as assiduously as ever, more vigorously, in fact, to arrive at a solution compatible with the efficient operation of the railways, and the minimum of justice to the railway workers. In this situation, furthermore, railway workers and managements are agreed upon acceptance of the settlement recommended by an emergency board acting under the Railway Labor Act."

"But that basic law has now been side-stepped, and its agencies over-ruled, by a new agency—the Office of Economic Stabilization—wholly unequipped to understand and deal with railway labor problems. The obduracy and inexperience of the officials of that new agency are proven by the persistent attempt to force an impractical and unsound wage settlement upon the railway industry. Under those circumstances, no one can know what may be the course of future events."

The pamphlet contains eight chapters and a conclusion setting forth a summary of the emergency board report. The chapter titles are: History of the Wage Dispute; Wage Changes, 1937-1943; Reduced Purchasing Power; Comparative Wage Rates; Low Living Standards; Increased Labor Productivity; War Profits; Wages and Efficiency.

Meanwhile the demand for passage of the Truman-Crosser resolution is supported by the Brotherhood of Railroad Shop Crafts of America, whose recently-adopted resolution to that effect was inserted in the appendix to the November 17 issue of the Congressional Record by Representative Myers, Democrat of Pennsylvania. The resolution, calling for "immediate adoption" of the measure, said that the brotherhood "is unalterably opposed to the graduated scale of wage increase from four cents to 10 cents per hour as recommended by the special emergency board."

One main condition of the prosperity of a people is that its rulers shall have very little power, that they shall exercise that power very sparingly, and that they shall by no means presume to raise themselves into supreme judges of the national interests, or deem themselves authorized to defeat the wishes of those for whose benefit alone they occupy the post entrusted to them.—HENRY THOMAS BUCKLE.

Railroads-in-War News

A.A.R. Researchers

Report on Personnel

Set out some of the things that management should now be thinking about

The Subcommittee on Labor and Personnel of the Railroad Committee for the Study of Transportation has issued a "Partial and Progress Report on Railroad Personnel Problems," which sets out some of the things managements "should consider now, to the end that they may be prepared to deal effectively and intelligently with such subjects when the need for action comes." The report comes out of the research program launched by the Association of American Railroads about a year ago under the direction of Vice-President R. V. Fletcher.

It discusses post-war personnel problems on the railroads, considering in turn the situation in the reconversion period, the return to railroad service of military personnel, and the permanent personnel needs of the carriers. Members of the subcommittee which prepared it are: Chairman L. W. Horning, vice-president, New York Central; A. M. Hartung, vice-president, Railway Express Agency; G. A. Kelly, vice-president, Pullman Company; D. P. Loomis, executive director, Association of Western Railways; L. L. Morton, assistant vice-president, Louisville & Nashville; J. B. Parrish, vice-president, Chesapeake & Ohio; E. B. Perry, manager of personnel, New York, New Haven & Hartford; C. R. Young, manager of personnel, Illinois Central.

In its discussion of "Temporary Needs" the report first addresses itself to the question of whether there will be a shrinkage of personnel in the changeover or reconversion period after the war. Here it is recognized that war supplies and ammunition now shipped in great quantities by rail will decrease in volume. At the same time it is pointed out that the railroads may remain busy for two or three years "handling returning soldiers and equipment and war supplies, and repatriating prisoners who must be transported to embarkation points." Nevertheless, the subcommittee anticipates the prompt release of "a comparatively small number of employees whose duties are now to guard important plants, structures, etc., and probably some of those employees who are now engaged exclusively in the manufacture of parts for war machines."

A "substantial contribution" toward the solution of anticipated unemployment problems, the report goes on, would be government action permitting railroads to set

aside, tax free, "sufficient funds to rehabilitate the plant and to take care of deferred maintenance, with the understanding that the railroads will use this money after the war for the rehabilitation of their properties."

Appraising the ability of public unemployment benefits to take care of persons made jobless in the reconversion period, the report finds railroaders adequately covered. "There is no doubt," it says, "that the railroad unemployment fund, now swollen to huge proportions, even if the rate of taxation is reduced, will be more than adequate to meet such unemployment as there may be among railroad employees."

Previously it had stated that many of the estimated 250,000 railroaders in active military service will eventually return to the industry and replace the newer employees. It is expected, however, that "a considerable number" of the latter may be retained to replace those who have died, retired, found other employment, or become disabled. Another factor will be the lesser number of hours worked as compared to the present when so many are working overtime.

With respect to the "Military Service Personnel," the report notes the "general belief" that the return of such men to railroad service will be "rather slow." Nevertheless it warns that the industry "will have a difficult problem on hand when it comes to restoring these ex-service men to the positions to which they will be entitled under the Selective Service Law and the several agreements made by the carriers and the brotherhoods." In that connection is the example of the Class 2 clerk who will be entitled to a Class 1 clerks' position; and the many ex-service men who will have acquired new skills. The subcommittee doubts that the latter "will be content to return to positions in railroad service where these new skills may not be immediately utilized."

Thus the report's suggestion that every returning service man be interviewed "for the purpose of ascertaining what new skills he has acquired, to the end that, if possible, he may be placed in railroad service where those skills may be utilized to the best advantage of the man and the railroad." This may call for "special understandings in individual cases with the brotherhoods." In cases where ex-service men are to be returned to their old railroad jobs, the subcommittee foresees the need for some retraining so that they will be familiar with new methods. Here also the report suggests "considerate interviews" to ascertain if the men are still equipped to handle the duties of the positions to which they are returning.

(Continued on page 872)

Steel Allocations

Still Below Needs

O.D.T. will receive 1,564,000 tons in first '44 quarter; 475,000 tons for rail

Following the announcement that the War Production Board had released its allocations of steel for the first quarter of 1944 under the Controlled Materials Plan, the Office of Defense Transportation on November 21 explained that the domestic transportation industry would receive in that quarter a total of 1,564,000 tons of carbon steel, as compared with 1,380,000 tons for the fourth quarter of 1943 and 1,200,000 tons for the third quarter.

While this is the largest quarterly allocation the O. D. T., as claimant agency for all forms of domestic transportation, has ever received, it still is less than the minimum quantity required, the statement pointed out. On the other hand, it added, this tonnage "appears to be the maximum quantity that can be utilized in the first quarter of 1944 by the manufacturers of domestic transportation equipment and steel rail mills in the light of shortages of manpower and facilities."

Necessary amounts of alloy steels, copper and aluminum have been allocated for use along with the carbon steel, it was explained.

The total allotted to the O. D. T. is distributed among various forms of domestic transportation, and it must be divided to meet, as far as possible, the needs of highway and water carriers as well as those of the railroads. No indication was given in the O. D. T. statement of the exact tonnage allowed the railroads for cars or locomotives. For the first quarter the railroads will receive 475,000 tons of replacement rail and additional steel for accessories, it was explained. This allocation compares with 400,000 tons received in the fourth quarter of 1943, and it was pointed out that the O. D. T. expects that the allocation of rail will be limited only by the manpower supply.

To meet the requirements of the industry in setting up programs for laying rail on a yearly basis, the W. P. B. Requirements Committee has assured the O. D. T. that the minimum tonnage to be allocated during the year 1944 for new replacement rail will be 1,800,000 tons, barring unforeseen military requirements, and annual allocations can be made to individual carriers on that basis. Any increased tonnage that may be produced during the year will be allocated later.

Automotive replacement parts will take up 93,000 tons of the first quarter allot-

ment, it was explained. In addition, 88,000 tons for construction projects and track accessories approved directly by the W. P. B. facility committee are included in the general O. D. T. allocation for this quarter.

The W. P. B. expects that production of locomotives, trucks, buses, and automotive replacement parts will be speeded up through a faster flow of raw materials into the builders' plants resulting from its decision to assign an AA-1 priority rating to such equipment, it was announced at the same time. The O. D. T. asserted that locomotives will be built in the first quarter of 1944 to the full capacity of the builders' plants after war needs are met.

Where requested by the railroads, the W. P. B. is granting alloy steels for locomotive construction and maintenance, it was explained, and use of steel in the maintenance of steel cars has also been authorized by that agency, thus eliminating its earlier requirements that wood should be used in replacements of certain parts. No decision has been reached as yet on the proposal that the composite-type car be eliminated, but the O. D. T. is still hopeful, it was said, that the W. P. B. will permit adoption of a program for the construction of all-steel cars in the latter part of 1944.

Hospital Train for Service Overseas

The Army's first overseas hospital train was placed on exhibition by the Boston & Main, at North Station, Boston, November 22. Built by the Pullman-Standard Car Company, Worcester, Mass., at a cost of \$135,000, the new train consists of 10 cars—6 ward, 1 kitchen, a utilities car and 2 living cars for train personnel. Shorter than the conventional type now in use, these cars are designed especially for European clearances.

The train contains its own electric power

plant, steam-heating apparatus, and an emergency operating room. The ward cars will accommodate 96 bed patients, and there will be a staff of four doctors, six Army nurses and 33 specialists from enlisted personnel.

A. A. R. Researchers Report on Personnel

(Continued from page 871)

Meanwhile, as the report puts it, "a special effort should be made to retain in service those newer employees who have shown particular skill, aptitude and enthusiasm for railroad work." It is recognized that this "will not be easy" because of the seniority situation; but the possibility of transfer to exempted positions is suggested, as well as the transfer to other departments. In any event it is recommended that department heads report such cases to the personnel department which in turn "should endeavor to place" the employees involved. "Just as supervision is a critical factor in expanding the work force, so adjustments which are necessary in the case of layoffs and terminations are more efficiently handled if supervision is properly applied to such," the report says.

Getting under way with its discussion of "Permanent Needs," the report says "it seems plain that eventually the railroad force will be smaller than at present," although the reduction is expected to be gradual. This view is based on the outlook for the post-war period wherein the railroads may expect "the loss of that which is strictly war traffic, together with intensified competition from highway transportation, air lines, waterways and pipe lines, if these forms of transportation are to remain as independent competitive agencies."

In this section of its report the sub-

committee found some good in seniority set up. "These seniority provisions," it says, "will work to the advantage of the employer in many cases, in that they will force out the lower grade employees accumulated during the duration and enable us to replace them with better men who have been in the armed services. Operation of the seniority system will require the release of some desirable employees, but it will also enable us to release those who are over age but whom we have had to employ by reason of inability to get younger men and women; it will enable us to replace newer women employees with men."

With respect to the training of employees, the report advocates continuance of some of the special wartime courses, which "have made efficient workmen out of many employees who would have been only mediocre or poor employees" except for that training. "If we can accomplish those things for new employees," the report says, "we can do the same things in peace times for experienced employees. Since better workmen and more efficient employees go to make a better railroad, the industry should continue to train employees in peace times."

The report recommends that special consideration be given returning service men who have physical disabilities precluding resumption of their pre-war jobs. "Every case," it says, "will probably require individual and special handling and agreements with the brotherhoods may be necessary so as to place these men in jobs which they can handle efficiently."

Asking if the industry is "fully prepared to capitalize cooperative effort in the post-war period," the report mentions the wartime management-labor committees, the work of which "has proven helpful to the industry in some cases." It anticipates post-war problems "which might be similarly solved."

After looking into what the railroad in-



10,000 Bostonians Visited the Hospital Train the Opening Day of the Exhibit

There will be similar public showings in other cities while the new train is enroute to the California-Arizona training area, where it is to serve a short time for instruction and training before movement overseas.

dustry might do to promote the use of purchasing power after the war, the subcommittee comes up with suggestions for the stabilization of employment and for the development of "an orderly plan for rehabilitating the railroad plant, catching up on deferred maintenance, making necessary repairs to roadway, equipment, buildings, and so forth." The report develops this thought as follows:

"It may be worth while for each railroad to make a study of work projects not absolutely essential, perhaps, to the operation of the road, but nevertheless, desirable in the interest of economy and efficiency of operation, but which might be undertaken for the purpose of relieving unemployment. We suggest a consideration of this subject by the railroads with the thought in mind, of course, that such projects would require a considerable amount of planning well in advance."

In connection with such planning the subcommittee would have projects classified along the following lines: (1) Those essential to the operation of the railroads and which must be done sooner or later; (2) those not essential to the operation of the railroads but nevertheless desirable; (3) those which are perhaps desirable, but which would probably never be done unless accomplished at relatively low cost.

The report's final suggestion calls for "careful review" of all special labor agreements made for the duration of the war, "with the view in mind of cancelling those no longer necessary and retaining those which have proved to be beneficial." Here the report mentions upgrading agreements whereby helpers and apprentices, without regard to experience, have been promoted to mechanics; agreements to serve war industries outside yard limits with yard crews, which service in ordinary times would have been rendered by road crews; and agreements discarding monthly mileage limitations for train and engine service employees. Continuance of the latter might result in post-war unemployment, the report says.

C. N. R. Raises \$26,631,550 in Victory Loan Drive

Topping the previous loan drive by 26 per cent, 80,361 employees of the Canadian National and the affiliated Trans-Canada Air Lines and National Railways Munitions, Ltd., purchased bonds to the extent of \$8,599,600, in the Dominion's Fifth Victory Loan campaign. Total company and employee subscriptions reached \$26,631,550. Company pledges of \$18,031,950 included pension fund purchases of \$1,050,000 on behalf of the railway employees' and \$140,000 for the T.C.A. representation.

An intensive drive was made, there being a complete canvass of every employee, no matter how remote from divisional or other offices. Supervisory officers went out on the line with speeders and hand-cars to solicit subscriptions. In one such instance, an officer sat in a ditch and signed every man of a track gang.

The total number of subscribers represented 86.8 per cent of the average number of permanent employees. In the Atlantic region of the National Railways, 13,197



R. C. Vaughan (Right), Chairman and President of the Canadian National, Receiving the Official Report of the Bond Drive from D. C. Grant, Vice-President, Finance and Accounting, Who Was in Charge of the Campaign on the System

made purchases amounting to \$1,307,200; in the Central region, 36,746 pledged \$3,736,000, and 24,700 in the Western region, purchased \$2,799,000 in bonds. Executive and headquarters officers in Montreal, with 2,579 employees, subscribed \$376,900. Trans-Canada Air Lines, with 1,899 employees purchasing, totaled \$192,750, and 1,240 employees of National Railways Munitions, Ltd., the Crown plant operated by the railway for the manufacture of naval guns and field artillery carriages, bought \$187,750 in Fifth Loan bonds.

Ickes Puts Limit on Railroads' Coal Piles

Solid Fuels Administrator Ickes announced November 18 the inauguration of a program affecting the distribution of bituminous coal produced in the eastern half of the country, the purpose of which he described as being to effect an increase in the amounts of coal available to retail dealers and to essential industries with inadequate supplies through a reduction in shipments to industries with large stocks in storage.

It was estimated that some 5,000,000 tons

of coal each month will be diverted to consumers whose reserve supplies are low through the application of limitations on purchases by industries, chiefly railroads and public utility companies, that have substantial supplies of fuel on hand. Railroads with stocks below the established standards, however, will be able to accumulate reserves more rapidly as a result of this action, it was pointed out.

Effective December 1, industrial plants and railroads having coal in storage equivalent to more than 25 days' consumption and public utilities having stored coal equivalent to more than 40 days' consumption must reduce their current orders for coal to 75 per cent or less of "monthly burning requirements." Consumers in Canada and those supplied by tidewater deliveries in New York Harbor and New England, however, are permitted to maintain an extra 15 days' supply above the stock pile limits set for other localities.

The program provides that industrial plants, utilities and railroads with fuel stocks below the specified limits may order from 30 to 40 per cent more than their monthly requirements of coal in order to

build up inventories to the point where their reserves will be equivalent to those specified.

Mr. Ickes explained that this action was taken because "work stoppages" at the mines and increasing industrial requirements have combined to create a shortage of bituminous coal. The program is designed to be flexible, and mines that do not receive sufficient orders under it to absorb full production may ship the excess without restriction to consumers that have more than the minimum supply on hand. Coal for vessel or bunker fuel, for the manufacture of gas and coke and certain metallurgical purposes, and that handled through commercial docks on the west shore of Lake Michigan and on Lake Superior will not be affected by the new program. The restrictions apply to bituminous coal produced in Pennsylvania, Ohio, Virginia, West Virginia, Kentucky, Illinois, Alabama, North Carolina, Maryland, Tennessee and Indiana.

Great Lakes Grain Movement in November's First Half

Up to midnight November 16, 17,000,000 bushels of grain had been moved on the Great Lakes since November 1, according to the Office of Defense Transportation. This performance exceeded the 15,000,000-bushel O.D.T. goal for the first half of the month, and brought the cumulative grain movement for the season to more than 120,000,000 bushels.

The latter was within 32,000,000 bushels of the 135,000,000-bushel quota set up by the War Production Board.

To get the maximum grain cargo out of Lake Superior during the closing weeks of the season, the O.D.T. as of November 15, authorized all ore vessels of keel length up to and including 504 feet, to accept both unload and winter storage grain cargo. To facilitate unloading at Buffalo, N. Y., and encourage carriers at the head of the Lakes to take on grain for unloading, O.D.T. has asked the railways to concentrate into grain traffic all box cars suitable for grain and available in the Buffalo area.

Caley Succeeds Bockstahler in O. D. T. Traffic Division

Charles F. Caley, deputy director at New York of the Rail-Truck Conservation Section in the Office of Defense Transportation's Division of Railway Transport, has been appointed assistant director of the Division of Traffic Movement in charge of car utilization. He succeeds Walter Bockstahler, who is leaving the O.D.T. to become president of the Inter-State Motor Freight System with headquarters in Toledo, Ohio.

House Gets Revenue Bill With Fare Tax Increase

The Revenue Bill of 1943, as reported from the House committee on ways and means, would increase from 10 per cent to 15 per cent the tax on amounts paid for passenger transportation and leave unchanged the present three per cent tax on amounts paid for transportation of property, except in the case of coal where the levy is four cents per short ton. While

amounts paid to the government for the transportation of mail would remain exempt, the committee proposes to increase parcel post rates by three per cent "to restore the previous competitive situation."

The committee estimated that the increase in the passenger-fare tax would yield \$75,000,000 a year. The Treasury had recommended that the fare tax be increased to 25 per cent and the freight tax be repealed.

The bill also provides that the fare tax should be paid with respect to official travel by employees of the federal government.

Materials and Prices

Aluminum—For the purpose of expanding permitted uses of aluminum, the WPB, on October 29, issued Supplementary Order M-1-i, as amended. Some of the new uses which are permitted include data and instruction plates, electric bus bars, bare electrical conductors and current-carrying accessories for conductors, cooling fans for electric motors as well as structural parts where lightness is an element to be taken into consideration; aluminum coils and fins for refrigeration and heating equipment, for certain types of safety equipment and for X-ray equipment.

Special consideration will be given to requests for the use of aluminum in connection with approved programs of the WPB, where the use of aluminum would mean a substantial saving in man-hours from ore to finished product, the saving of a scarcer material, an increase in production or increased efficiency of the product.

CMP Regulations—Provisions of CMPR No. 1, which prohibit controlled materials producers from accepting other than (1) authorized controlled materials orders, (2) sample orders, or (3) orders which they are specifically directed to accept by the WPB, do not prevent such producers from accepting pieces of paper upon which purchase orders are written, although the orders are not authorized, according to Interpretation 22 of CMPR No. 1 issued November 10.

However, persons are urged not to place orders for controlled materials unless these are authorized orders under one of the three permissible classifications, although WPB recognizes that in some instances consumers of controlled materials will find it necessary to place such orders in advance of being able to validate them.

Chain—Because chain producers have been finding difficulty in obtaining double-refined wrought iron bars, use of single-refined bars in the manufacture of dredge and crane chain now is permitted through amendment of Limitation Order L-302 as of October 30. In the list of types of chain excluded from the order, the pocket wheel chain listing is expanded to include chain for other wheel mechanisms.

Concrete and Aggregates—Interpretation 10 to CMP Regulation No. 5, indicates that persons engaged in the manufacture of light-weight aggregates, ready-mixed concrete, and pre-mixed bituminous concrete are eligible to use the MRO symbol and the AA-2 preference rating assigned by CMP Regulation No. 5 to obtain maintenance, repair and operating supplies.

Cordage—Under provisions of Order M-84 (Cordage Fiber, Cordage Yarn and Cordage) as amended October 29, cordage manufacturers henceforth are required to set aside specific percentages of their total production of Manila, agave and jute rope for non-military orders. The order provides that 12 per cent of the Manila rope, 23 per cent of agave (sisal) rope, and 60 per cent of the jute rope production will be reserved for civilian consumption. The order makes clear that delivery of rope for harbor and river tugs, ferries, barges, stevedoring and fishing, and for wire rope centers, is classed as non-military so long as the orders are not placed by government agencies.

Deliveries to Canada—Priorities Regulation No. 22, issued October 23, provides basic rules governing the issuance of preference ratings and allotments for deliveries to be made into the Dominion of Canada. These ratings and allotments

It authorizes special appropriations for that purpose and calls for reports on government travel from the Comptroller General. "Your committee," said the report, "is convinced that there is a considerable amount of unnecessary travel by officials and employees of the government. It is believed that by requiring this information to be furnished the Congress much of the present abuse and waste of taxpayers' money will be eliminated, and those who must travel on essential business will be afforded a greater opportunity to secure suitable accommodations to do so."

will be authorized by the WPB only upon the recommendation of the Priorities Officer of the Department of Munitions and Supply in Canada. A standard form of certification, appearing in the regulation is to be used in all cases and the regulation also informs suppliers of treatment to be accorded such orders.

Electric Equipment—The WPB on November 12, removed the restrictions contained in Limitation Order L-300 which prohibited the manufacture of circuit breakers containing shunt trips, under-voltage trips, auxiliary indicator switches or bell alarm switches.

Electric Meters—A simplified method by which a prospective purchaser may apply for permission to buy domestic watt-hour meters from existing stocks is contained in an amended Limitation Order L-151 issued November 16. All such applications now will be filed with the Regional Utility Inventory Control Offices of WPB. Addresses of the regional offices, which are situated in Boston, Mass., New York, N. Y., Philadelphia, Pa., Atlanta, Ga., Pittsburgh, Pa., Chicago, Ill., Kansas City, Mo., Dallas, Tex., Denver, Colo., Los Angeles, Cal., Detroit, Mich., Minneapolis, Minn., and Portland, Ore., are listed in an attachment to the amended order.

Jacks—Order L-322 issued November 8, simplifies and standardizes the models and sizes of mechanical, hydraulic, air and electrically operated jacks. Two new schedules of permitted models and sizes are included in the order, which restricts manufacture after November 1, 1943, to the simplified and standardized capacities, sizes and models set forth.

Refrigerants—A complete revision of Conservation Order M-28 together with certain amendments are designed to release restrictions on four refrigerant compounds formerly covered by the order and at the same time tighten restrictions on deliveries of Freon-12. In addition to the present prohibition on delivery of Freon-12 for air-conditioning systems used for comfort cooling and a few types of refrigerating systems, a new restriction is imposed which prohibits deliveries until April 1, 1944, for any other system except where it is operated under one or more of the operating conditions specified in the order as amended.

Special Tooling—Direction 35 to CMP Regulation 1, issued November 3, provides that any person who is eligible to purchase controlled materials for maintenance, repair and operating supplies under any WPB regulation or order may use the allotment number or symbol assigned by such regulation or order to buy controlled materials for special tooling for his own use or for the use of a tool maker in manufacturing such special tooling for him even though the tooling is a Class B product.

Prices

Central Hardwood—Amendment No. 10 to MPR No. 155 (Central Hardwood Lumber) effective November 15, provides uniform prices for all producers of mixed hardwoods, No. 1 dimension and No. 2 dimension, in the Central hardwood region. The amendment includes two tables showing detail prices for No. 1 and No. 2 dimension in 2-in. thickness, with widths ranging from 2 in. to 12 in. and from 4 ft. to 24 ft. in length. For example the prices per M. b. m. for 10-ft. and 12-ft. No. 1 dimension are as follows: 4-in.,

\$32.50; 5-in., \$37.50; 6-in., \$32.50; 8-in., \$32.50; 10-in., \$37.50; and 12-in., \$39.50; 16-ft. lengths carry the following prices: 4-in., \$34.50; 5-in., \$38.50; 6-in., \$34.00; 8-in., \$34.00; 10-in., \$38.50 and 12-in., \$40.50.

Appalachian Hardwood—To compensate producers for higher production costs, the OPA on November 17, announced increases in the ceiling prices for standard grades of hardwood lumber produced in the Appalachian hardwood region. This relief was granted temporarily pending further study and review of prices in the lumber industry. The increases range from \$1 to \$11 per M. b. m. In case of the larger increases, the rises are being authorized for the dual purpose of covering higher mill costs and achieving relatively higher production of specific grades and sizes in fulfillment of a request from the WPB.

Mechanical Rubber Goods—Amendment 15 to MFR 149 (Mechanical Rubber Goods), effective November 9, provides specific maximum prices for several kinds of rubber hose and belting to replace individual maximum prices which had to be determined separately by each manufacturer. They are intended to provide more effective control of prices, and to supply a method of determining ceilings that can be applied more easily by the industry. The action does not change the level of prices, and will have no effect upon consumers.

Before issuing the ceilings, OPA consulted with its advisory committee of the mechanical rubber goods industry, and it also selected specifications which either had been established by other government agencies or were in common use in the industry. The specifications therefore are in compliance with existing requirements of the Emergency Price Control Act of 1942.

Specifically, the new amendment:

- (1) Gives specific amounts which may be added for each additional ply in pricing Grade 1 neoprene conveyor belting of thicknesses greater than six plies. They apply to belting made with 28 or 32 oz. duck fabric.
- (2) Provides that maximum prices for Grade 1 neoprene conveyor belting made with 33 or 35-oz. hard duck, or with 36, 42, or 48-oz. soft duck shall be established by adding a specified amount to the maximum price of 28-oz. duck belting with the same cover thickness.
- (3) Makes maximum prices for Grade 1 neoprene conveyor belting applicable also to Grade 1 neoprene elevator belting, as both kinds of belting are of the same basic construction, and customarily are sold at the same price.
- (4) Gives specific maximum prices for Grade 1 neoprene transmission belting made with 33 to 35-oz. hard duck, or 32-oz. soft duck.
- (5) Sets maximum prices for winterized wire braid Buna-N high pressure hydraulic control hose which were calculated by averaging the manufacturers' individual maximum prices.
- (6) Makes maximum prices identical for two different sizes of air and air tool hose Grade 1 (molded-braided type). This was done by averaging the two different maximum prices already in the regulation for the two sizes. This restores a former trade practice, as the two sizes customarily had the same price when they were produced from natural rubber.

Northern Hardwood—Amendment No. 9 to MPR No. 223 (Northern Hardwood Lumber), effective November 8, limits the conditions under which a northern hardwood lumber mill may apply to the OPA for special permission to make an addition to its maximum prices for hauling by truck, prior to rail shipment. The only circumstances, under the northern hardwood lumber regulation, by which a mill may now seek such adjustment, are those arising from the abandonment of the mill's rail connection since September 5, 1941. The application is to be made by letter to the Lumber Branch of OPA, Washington, D. C. No addition to ceiling prices may be made in quotations or sales until the applicant has received specific permission.

All other circumstances under which such a mill might previously have applied for permission to make an addition for truck haul preceding rail shipment are eliminated.

Petroleum Products—Amendment No. 133 to RPS No. 88 (Petroleum and Petroleum Products), effective November 8, provides that individual adjustments in ceiling prices of petroleum products, at all sales levels, may be made where local shortages exist.

The uniform "local shortages" provision contained in the General Maximum Price Regulation

as well as in many other commodity price regulations is now added to the petroleum regulation. Any adjustments are conditioned on these three factors:

- (1) There exists or threatens to exist in a particular locality a shortage in the supply of petroleum products which aids directly in the war program or is essential to a standard of living consistent with the prosecution of the war; and
- (2) Such local shortage will be substantially reduced or eliminated by adjusting the maximum prices of the seller and of like sellers for such petroleum products; and
- (3) The adjustment will not create or tend to create a shortage or a need for increase in prices in another locality and will effectuate the purposes of the Price Control Act.

Petroleum Products—Amendment No. 134 to RPS No. 88 (Petroleum and Petroleum Products) effective November 15, provides cents-per-gallon ceilings for bulk lots of gasoline, kerosene and distillate fuel oils shipped from specified Midwestern points to the Eastern seaboard. The new ceilings reflect as nearly as possible the relative competitive positions of the refiners and other sellers in the Mid-west to prices charged in other areas during the October, 1941, base period of the petroleum products regulation. Industry was consulted about the changes.

The shipments must be destined to District One as defined by the Petroleum Administration for War. This district includes Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, Pennsylvania, New Jersey, Maryland, Delaware, West Virginia, Virginia, North Carolina, South Carolina, Georgia, Florida east of Apalachicola River, and the District of Columbia.

Prices are provided for four shipping areas. These are known as A, E, F and H-1. "A" area ceilings apply to shipments from Kansas other than from Kansas City and within a 25-mile radius of that city. "E" ceilings are for shipments from Kansas City and within a 25-mile radius of that city. "F" ceilings are for shipments from St. Louis, Mo., and within 25 miles of that city as well as from 22 specified counties in Illinois. "H-1" ceilings apply to shipments from Lake, Cook, DuPage and Will counties in Illinois and Lake, Porter and LaPorte counties in Indiana.

Procuring Claimant Agencies—Interpretation No. 20 to CMP Regulation No. 1, issued October 26, defines the procuring Claimant Agencies as: (1) War Department (including Ordnance), (2) Navy Department, (3) Maritime Commission, (4) Aircraft Resources Control Office and (5) the Office of Lend-lease Administration. The other claimant agencies are sometimes referred to as "non-procuring" claimant agencies.

Red Cedar Shingles—Amendment No. 6 to MPR No. 164 (Red Cedar Shingles), effective November 1, provides an increase of approximately 8 per cent in ceiling prices for all grades and sizes of red cedar shingles. At the same time, however, OPA revoked an increase of 10 per cent over the old ceilings which sellers had been permitted to charge since last September 9, on sales of 100 squares of shingles or less to any buyer who does not purchase for resale. Permission granted sellers last September 27, to make sales on an adjustable pricing basis pending issuance of the price increases, also has been revoked.

Southern Pine—Amendment No. 7 to MPR 19, (Southern Pine Lumber), effective November 10, tightens the requirements for persons to qualify as "new direct-mill distributors" of Southern Pine lumber. In the future any new distributor must within six months furnish to the Central Procuring Agency at least 1,000,000 f. b. m. of Southern pine lumber procured from small mills before receiving permission to collect commissions. This material must come from mills which cut less than 5,000,000 f. b. m. in 1942. Apart from this 1,000,000 f. b. m., the new distributor may buy from whatever mill he pleases. The amendment also makes it clear that the "new distributor" may not collect the commission on any business until the 1,000,000 f. b. m. have been delivered. The new restriction is in line with the basic purpose of the commission, which is to bring out the production of small mills. This purpose is not advanced if a former salesman of a large mill merely arranges to handle 1,000,000 f. b. m. produced by his former employer.

Necessity for tightening up regulations governing dealer's qualifications became urgent, OPA said, when more than 100 applications for permits were filed with the agency in a brief period.

When the "distributor's direct-mill addition" for the Southern Pine lumber industry was put into effect, some mills found it to their advantage to set up members of their sales forces as wholesalers, thus enabling them to mark up their prices. This action was directly contrary to the intention of the OPA action. OPA decided that the definition of a wholesaler had to be based upon the type of business done by the particular distributor in the past, in order to avoid indiscriminate extension of the mark-up to unnecessary or "dummy" distributors. However, to avoid the creation of a virtual monopoly, it was felt that a procedure should be available which, although weeding out the "dummy" distributors, would permit anybody in good faith who wished to carry on in the wholesale lumber business, to charge the additions provided for direct-mill distributors.

Warm-Air Furnaces—Amendment No. 18 to Order A-1 under MPR 188 (Manufacturers' Maximum Prices for Specified Building Materials and Consumers' Goods other than Apparel), effective November 2, provides an increase of nine per cent in the maximum prices for coal-fired, oil-fired and gas-fired steel warm-air furnaces. Jobbers and retailers are permitted to pass along the dollar amount of the increased cost. A similar price increase was granted recently to producers and resellers of cast-iron warm-air furnaces.

Treated Forest Products—MPR No. 491 (Pressure Preservative Treatment of Forest Products—Services—and Pressure Treated Forest Products—Commodities), effective November 19, provides maximum prices for services of pressure-treating railroad ties, lumber, piling, poles and allied items with creosote and other preservatives.

For some treating concerns the new ceilings are slightly above, for others slightly below, their former prices. Previously maximums were the highest prices individual sellers charged during March, 1942.

The new ceilings, in substance, are an average of the March, 1942, prices expressed in uniform dollars-and-cents ceilings for all sellers. The only exception is that in some special services requiring special handling, allowances are broadened to offset increased labor costs.

Two sets of treatment service dollars-and-cents ceilings are provided, one for West Coast species and the other for "all other" species. The West Coast species ceilings, following industry practice, are higher than those for other species because West Coast species are harder to treat.

Along with the new treatment service ceilings, OPA issued a formula to be used by sellers in determining maximum prices for treated products. Under the formula, maximum prices, f. o. b. treating plant, are established as the sum of the ceiling price of the untreated product, plus the treatment charge, plus a mark-up to cover cost of the preservative.

Maximum prices for preservatively treating selected items are as follows:

West Coast species:	Treatment service only	Treatment of owned product
Railroad cross ties..	\$16.00 per M.b.m.	\$19.00 per M.b.m.
Lumber ..	\$20.50 per M.b.m.	\$24.50 per M.b.m.
50-ft. or shorter piling	30 cts. per cu. ft.	35 cts. per cu. ft.
50-ft. or shorter poles	25 cts. per cu. ft.	40 cts. per cu. ft.
Other species:		
Railroad cross ties..	8 cts. per cu. ft.	16½ cts. per cu. ft.
Lumber ...	\$16.50 per M.b.m.	\$20.50 per M.b.m.
50-ft. or shorter piling ...	25 cts. per cu. ft.	30 cts. per cu. ft.
50-ft. or shorter poles	20 cts. per cu. ft.	35 cts. per cu. ft.

To the foregoing ceilings may be added cost of preservative and transportation.

Treatment service ceilings for longer piling and poles, and for fence posts, switch ties and mine material also are established.

To cover certain extra services, such as special handling, adzing and boring, pole framing, peeling, etc., dollars-and-cents additions are provided which may be added to treatment service ceilings.

GENERAL NEWS

Upholds Mediation Board's Authority Supreme Court rules Congress gave it full power over inter-union disputes

The Supreme Court of the United States upheld the final authority of the National Mediation Board in settling jurisdictional disputes between railway unions and in directing the classification and grouping of employees in voting on such questions in three decisions handed down November 22. Thus, in effect, the principle is established that no appeal can be taken to the courts from the board's findings in such disputes.

The cases before the court were *Switchmen's Union of North America vs. National Mediation Board*; *Brotherhood of Locomotive Engineers vs. Missouri-Kansas-Texas*; and two related cases that were considered together, *Brotherhood of Locomotive Engineers vs. Southern Pacific* and *Brotherhood of Locomotive Firemen & Enginemen vs. Brotherhood of Locomotive Engineers*. Each of the three majority opinions was delivered by Justice Douglas. Justice Reed was joined by Justices Roberts and Jackson in a dissent in the Switchmen's case, in which Justices Black and Rutledge took no part. In the other cases Justice Jackson concurred in the result, but Justices Reed and Roberts expressed dissent on the general grounds detailed by Justice Reed in the first-named case.

Since the majority's finding in each of the three cases was based on the jurisdiction of the courts in the circumstances, the merits of the positions of the parties to the controversies were not considered, it being the Supreme Court's view that final authority to resolve such questions has been placed by Congress in the Mediation Board.

The first-named case grew out of a jurisdictional dispute between the Switchmen's Union and the Brotherhood of Railroad Trainmen over the selection of a union to represent certain New York Central yardmen. The Brotherhood sought certification from the board as the representative of all the yardmen on the New York Central system, while the Switchmen contended that yardmen of various segments of the system, and particularly the Michigan Central, should be permitted to vote for separate representatives instead of being forced to accept the results of a system-wide election. The board ordered a system-wide election, and after it had resulted in favor of the Brotherhood the Switchmen sought to have the federal district court overrule

the board. The district court upheld the board's decision in favor of a system-wide election, and the Court of Appeals by a divided vote affirmed the lower court's verdict, but the Supreme Court, without reviewing the merits of the controversy, reversed the lower courts on the ground that the board's action was not reviewable by them.

The majority took the position that the authority of the board under the statute is clear and essential to the performance of its duty. "The statutory command that the decision of the board shall be obeyed is no less explicit. Under this act Congress did not give the board discretion to take or withhold action, to grant or deny relief. It gave it no enforcement functions. It was to find the fact and then cease. Congress prescribed the command. . . . It contained no exception. . . . The intent seems plain—the dispute was to reach its last terminal point when the administrative finding was made. There was to be no dragging out of the controversy into other tribunals of law."

In his dissenting opinion in the Switchmen's case Justice Reed took the position that "where duties are delegated, as here, to administrative officers, those administrative officers are authorized to act only in accordance with the statutory standards enacted for their guidance. Otherwise we should risk administrative action beyond or contrary to the legislative will." In the majority opinion, however, he continues, "by requiring a plain sanction for a judicial remedy, the court authorizes the Mediation Board to determine not only questions judicially found to be committed to its discretion, . . . but the statutory limits of its own powers as well. It seems more consonant with the genius of our institutions to assume, not that the purpose to apply a legal sanction must be plain, but that in the absence of any express provision to the contrary, Congress intended the general judicial authority conferred by the Judicial Code to be available to a union and its members aggrieved by an administrative order." The special competence of the National Mediation Board, said the dissenting justice, "lies in the field of labor relations rather than in that of statutory construction."

If it be granted that the Railway Labor Act relates to interstate commerce, Justice Reed went on to say, then original jurisdiction in suits arising under that law rests in the district courts under section 24(8) of the Judicial Code.

The M.-K.-T. case grew out of a dispute between the B. of L. E. and the B. of L. F. & E. over arrangements controlling the calling of engineers for emergency service after they had been demoted to be firemen.

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Rate Bureau Set-up Approved by B.I.R.

Report urges a standardized procedure and suggests formal legal status

Taking the position that common carrier rate bureaus are necessary and that existing law and Interstate Commerce Commission regulations have emphasized the need for rate-making procedures initiated by the carriers themselves, the Board of Investigation and Research created under the Transportation Act of 1940 on November 24 submitted to the President and Congress a report on rate-making and rate-publishing procedures in which it recommends that Congress enact legislation to authorize railroad, water and motor carriers to confer among themselves on rate questions and to set up rate conferences, subject to the commission's regulation, so affording their rate-making and rate-publishing machinery relief from attacks based on the federal antitrust laws.

This report is the result of an investigation related to the study of transportation economy and fitness, which was one of the assignments for which the board was created under the Transportation Act of 1940. It was submitted by Robert E. Webb of Kentucky, vice-chairman, and C. E. Childre of Nebraska, who constitute the board since the appointment of its former chairman, Nelson Lee Smith, to the Federal Power Commission, as reported in *Railway Age* of October 23, page 666. The report was prepared under the supervision of James A. Little, principal transportation specialist, and Burton R. Clement, senior transportation specialist. Mr. Little has lately left the service of the board and joined the staff of the I. C. C. Bureau of Transport Economics and Statistics.

After reviewing the historical background of the existing rate-making machinery and describing its procedures and practices under existing laws and regulations, the study proposes certain modifications in procedure that the rate bureaus and the carriers might adopt to attain greater uniformity as well as what the authors consider improved methods of operation. In addition to these suggestions of changes the carriers and their agents might put into effect voluntarily, the report recommends statutory provisions to increase the commission's authority to supervise rate bureau operations.

"The history of carrier growth and development of their public services under federal and state regulation of rates and services shows that there has been an

(Continued on page 878)

Gorrell Argues for "Freedom" of Air

Seeks a field "free," by aid
of politics, from railroad
competition

In a speech at Oklahoma City on November 11, Colonel E. S. Gorrell, president of the Air Transport Association of America, while advocating "freedom of the air," nevertheless made it clear that this "freedom" is an area from which he wants the railroads excluded.

His "freedom" also does not mean freedom of enterprise in the sense in which that term is usually understood, i.e., indicating self-support—because the Colonel does not envisage air transportation providing its own terminals and airports. He makes clear that he has no objection to states and individual municipalities going ahead with their programs for using tax funds to provide these facilities for commercial air transport.

But it is on the subject of "freedom" for the railways to enter the field of air transport that the Colonel vents his main eloquence. He says, among other things:

"The present law provides that a surface carrier may be authorized to engage in or to acquire control of air transportation only where such action would not restrain competition and only in circumstances where the air transportation in question would be incidental to the operations of the surface carrier. . . .

"There is a long history in support of the provisions of the present law, a history which runs back for over a century to the days when an older form of transportation, the canal companies, attempted to curb the development of a then infant means of transportation, the railroads. The pages of that history tell the elemental truth that the development of each means of transportation requires an undivided loyalty and a concentration of effort inconsistent with a form of enterprise in which one means of transportation is controlled by another means. . . .

"One of the arguments made by those who advocate the railroads' cause is that if the railroads can provide or control other forms of transportation it will be possible to secure a greater co-ordination of a nation-wide transportation service.

"This argument is fallacious. . . . A railroad is relatively limited in extent. Even the largest of the railroads extends through no more States than some of our smaller airlines. And, demonstrating that air transportation is a proposition very different from railroading, the railroads' applications call for air transportation to go far beyond the railroads' own surface routes. Thus, while their advocates use such appealing multisyllabic expressions as 'coordination' and 'integration' of transportation, when we come to the concrete propositions advanced by the railroads it is that they should control air transportation wholly apart from their surface operations. The ultimate purpose, of course, is to protect their surface investment and to have

No Extra Gas for Truck Haulage of Xmas Trees

The Office of Defense Transportation has instructed its Motor Transport district office to deny truck operators extra gasoline for the movement of Christmas trees. This action does not prohibit truck operators from hauling Christmas trees, since trucks which have been used for this purpose in previous years and have sufficient gasoline may be used to haul the trees again this year.

Previously, at the request of the O.D.T., the Association of American Railroads announced that the shipment of Christmas trees by rail this year would be limited to rough box cars. Like action was taken during the 1942 season.

railroad management, rather than the traveling and shipping public, determine the rate of growth for air traffic."

WPB OK's Advance Steel Orders for Last Half of 1944

Acting upon requests from railways operating under Order P-142, the War Production Board has authorized the railways to place orders for carbon steel, including wrought iron but excluding rail and track accessories, for the third and fourth quarters of 1944, to the extent of 30 per cent of the amounts authorized for the fourth quarter of 1943. The notice follows:

"Under the provisions of Form PDL-2261, which was attached to the Forms PD-844 covering authorizations for the third quarter of 1943, you were authorized to place orders for controlled materials in the fourth quarter of 1943, the first quarter of 1944, and the second quarter of 1944 in the same amount, in each quarter, that you were authorized to purchase the corresponding controlled materials in the second quarter of 1943. This authorization did not, however, apply to rail and track accessories.

"There has been request made that operators under Order P-142 be allowed to place orders for certain items of carbon steel for delivery in the last half of 1944 in order to assure place in the mill schedules. In order to provide for this situation, therefore, you are, by this letter, authorized to place orders for delivery each quarter in the third quarter of 1944 and the fourth quarter of 1944 of carbon steel (including wrought iron), but not including rail and track accessories, to the extent of 30 per cent of the amount of carbon steel (exclusive of rail and track accessories) you were authorized to purchase on Form WPB-2585, original and supplements for the fourth quarter of 1943.

"Under this authorization you are limited in total amount of advance orders for carbon steel but not in classes of carbon steel. For example, you may place advance orders for 100 per cent of your requirements of carbon steel plates provided your advance orders for all types of carbon steel, exclusive of rail and track accessories, do not exceed the 30 per cent allotment authorized above."

Commission Upholds Train Limit Order

Rejects brotherhoods' claim it
lacks wartime power to
suspend state laws

The Interstate Commerce Commission, after consideration of briefs of supporters and opponents of its procedure, has ruled that its service order effecting the suspension for the period of the war of state laws limiting the number of cars in a train is "in accord with the national transportation policy declared in the Interstate Commerce Act and fully authorized by law."

The finding was made public in a report in Ex Parte No. 156, in which the commission made an investigation of the contention of four railway operating unions, the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen & Enginemen, Order of Railway Conductors, and Brotherhood of Railroad Trainmen, that it had no power to set aside state statutes, and particularly those of Oklahoma and Arizona, limiting train lengths. Commissioners Patterson and Rogers dissented from the majority view, and Commissioner Splawn dissented in part.

In addition to the brotherhoods, the attorneys general of Oklahoma and Arizona took the position that the commission was without authority to authorize railroads operating in those states to disregard, in time of war, their laws limiting the length of trains. The legality of the commission's action was upheld by briefs submitted by the roads serving those states and by the War Department.

According to the majority report, train limit laws have been enacted by four states: Arizona, Nevada, Louisiana, and Oklahoma. The operation of the Nevada and Louisiana laws has been, in effect, suspended by court action, the report explains, and the Arizona law is currently being tested in the courts. The validity of the Oklahoma law has been sustained in court. It limits freight trains to 70 cars, while the Arizona law limits freight trains to 70 cars and passenger trains to 14 cars.

Effective September 15, 1942, the commission's Service Order No. 85 directed railroads to operate their trains, when necessary, without regard to these limitations, and stipulated that the order, "being based upon conditions of war emergency, shall not constitute a precedent for peace time operations." The order, says the majority report, was designed to save manpower, motive power, engine miles and train miles; to avoid delay in train movements; to increase the efficient use of cars and locomotives and add to their availability; and to relieve terminal congestion by eliminating setting out and picking up cars at the state lines.

There being no doubt that Congress enjoys the power to regulate the length of trains, or to delegate that power to the commission, if it elects to do so, the question at issue, the report indicates, is whether that field of regulation actually

has been occupied by Congress or has been left to the states. In the national defense clause of the national transportation policy, as set forth in the Transportation Act of 1940; in the language of several paragraphs in section 1 of the act, in which the duty of regulating car service is placed in the commission; and specifically in the provision of section 1(15) that, in emergency, the commission may "suspend the operation of any or all rules, regulations, or practices then established with respect to car service," the majority finds authority for Service Order No. 85. Numerous court decisions bearing on the issue are discussed in support of this finding.

In his dissenting opinion, Commissioner Patterson, with Commissioner Rogers concurring, takes the position that "congressional intention to exercise its superior authority and thus displace state laws is not to be inferred but must be definitely expressed, particularly where the state law was enacted to preserve public safety." During the 25 years that passed between the enactment of the original car service legislation and the entry of Service Order No. 85, says the dissent, neither Congress, the commission, the courts, nor the railroads ever suggested that Congress intended to occupy the field of train length control, and the majority is accused of resorting to an "abnormal process of statutory construction" to arrive at its current opinion.

Commissioner Splawn bases his partial dissent from the majority's finding on the contention that, even conceding the authority of the commission to suspend the state limit on train lengths in an emergency, the emergency must plainly be shown to exist before that authority can be exercised. In this case, he declares, the record does not show that the state laws that were involved did or do impede the war effort in such manner as to constitute an emergency of such importance as to require nullification of the action of the state governments.

A. T. A. Opposes Legislation Permitting Integration

Opposition to any legislation permitting the integration of transportation companies into a limited number of systems operating rail, water, air and motor transportation was expressed last week by John V. Lawrence, managing director of the American Trucking Associations, in a letter to the members of Congress.

A.T.A. expects the first moves along the integration line to appear in the House debate on the pending revision of the Civil Aeronautics Act and the proposed minority substitute for that measure.

Mr. Lawrence asserted that "while other forms of transportation have been busy handling the tremendous war load with inadequate manpower and facilities, the railroads have been active in an attempt to further by Congressional action their monopolistic proposals for integrated transportation."

"A.T.A. is violently opposed to any measure favoring any form of integration," he added. "The motor carriers do not expect rights in the field of air transport and

at the same time they believe that other forms of transportation should not be allowed to control or be given rights in the motor carrier field. That is why A.T.A. is urging Congress to oppose any attempt to approve a bill favoring the integration of our transportation systems. If the public is to benefit there must be competition between the various forms of transportation."

October Operating Revenues 5.4 Per Cent Above 1942

From preliminary reports of Class I roads representing 81.4 per cent of total operating revenues, the Association of American Railroads last week estimated that railroad operating revenues in October were \$639,751,737 compared with \$606,815,124 last year, an increase of 5.4 per cent.

Estimated October freight revenues were \$478,565,288 compared with \$477,206,061, an increase of 0.3 per cent. Estimated passenger revenues totaled \$115,246,053 compared with \$88,658,210, an increase of 30 per cent.

Freight Car Loading

The total of carloadings for the week ended November 20 was not available at the time this issue of *Railway Age* went to press.

Loading of revenue freight for the week ended November 13 totaled 847,683 cars, and the summary for that week as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loading

For the Week Ended Saturday, November 13				
District	1943	1942	1941	
Eastern	162,033	148,851	179,850	
Allegheny	182,544	172,403	187,490	
Pocahontas	55,951	54,961	58,390	
Southern	122,347	120,914	126,524	
Northwestern	108,207	121,876	132,942	
Central western	138,400	133,647	134,849	
Southwestern	78,201	74,043	63,845	
Total Western Districts	324,808	329,566	331,636	
Total All Roads	847,683	826,695	883,890	
Commodities				
Grain and grain products	51,995	41,340	40,297	
Live stock	26,157	20,243	15,741	
Coal	167,133	165,241	168,262	
Coke	14,198	14,135	12,827	
Forest products	42,978	42,647	43,201	
Ore	44,275	60,152	57,934	
Merchandise l.c.l.	107,320	91,065	156,284	
Miscellaneous	393,627	391,872	389,344	
November 13	847,683	826,695	883,890	
November 6	754,724	829,663	873,582	
October 30	883,678	890,560	894,745	
October 23	905,319	903,262	913,605	
October 16	912,328	901,251	922,884	
Cumulative Total, 46 Weeks	37,625,348	38,407,791	37,578,228	

Trims P. R. R. Subsidiary's Truck Operating Plans

Because motor carriers already in the territory "afford adequate service," the Interstate Commerce Commission, Division 5, has refused the grant Pennsylvania Truck Lines, Inc., subsidiary of the Pennsylvania, certificates authorizing general common-carrier trucking services over 10 routes between points in Ohio, Indiana, and Pennsylvania, although it did authorize on five routes operations which must remain auxiliary to or supplemental of P. R. R. rail services.

The decision is in No. MC-19201 (Sub-No. 25), and the report embraces also No. MC-19201 (Sub-No. 28). In the latter the commission denied the P. T. L. application for a certificate over two routes between Hamlet, Ind., and Beaver Dam, Ohio, and Kenton. These would have provided direct routes saving from 72 miles to 263 miles over present P. T. L. routes between Chicago and points in Ohio, Pennsylvania, and West Virginia. The anticipated dollar savings were estimated at \$1,000 a month.

The applicant took the position that since it did not propose to serve any points which it does not now serve, its plan should be approved "in the interest of economy of operation and betterment of service to the public." The commission's disagreement with that point of view was expressed in the report as follows:

"The proposed operation involves complete new routes which competing carriers now serve. So far as such carriers are concerned, it would be immaterial whether the new service is operated by applicant or some other carrier not already in the field. The fact is that it would be an additional service adverse to existing competition, which of itself clearly shows that public convenience and necessity would be affected. No shippers or other interested parties appeared in support of the application nor is there any evidence that the existing service between the involved points is unsatisfactory or inadequate."

The routes on which P. T. L. gets authority to perform substituted service operations for the P. R. R. are: Between Lima, Ohio, and Fort Wayne, Ind.; between West Jefferson, Ohio, and Greenville; between Lafayette Ohio, and Richmond, Ind.; between Xenia, Ohio, and Cincinnati; and between Rochester, Pa., and Alliance, Ohio. The report represents the view of Commissioners Rogers and Patterson, Commissioner Mahaffie's concurrence "in the results" being noted.

Equipment on Order

Class I railroads on November 1 had 34,092 new freight cars on order, according to the Association of American Railroads. On the same date last year they had 30,004 on order.

The former figure included 10,448 plain box, 3,025 automobile box, 4,980 gondolas, 12,824 hoppers, 1,200 refrigerator, 200 stock, and 1,415 flat cars.

Railroads also had 1,039 locomotives on order on November 1, which included 426 steam, three electric, and 610 Diesel-electric locomotives. On November 1, 1942, they had 779 locomotives on order which included 289 steam and 490 electric and Diesel-electric.

Class I roads put 23,714 new freight cars in service in the first ten months of 1943, compared with 58,346 in the same period last year. Those installed in the ten months of this year included 11,994 hopper, 8,169 gondola, 2,346 flat, 136 automobile box, 1,015 plain box, four refrigerator, three stock, and 47 miscellaneous freight cars.

They also put 574 new locomotives in service in the first ten months of this year, of which 344 were steam, 15 electric, and 215 Diesel-electric. New locomotives in-

stalled in the same period last year totaled 638, of which 258 were steam and 380 were electric and Diesel-electric.

The Office of Defense Transportation also reported 50 new locomotives on order on November 1, and 20 new locomotives installed in the first ten months of this year by other than Class I carriers. This brings the total of new locomotives on order on November 1, to 1,089 and the number installed in the first ten months to 594.

August Bus Revenues 25.5 Per Cent Above 1942

Class I motor carriers of passengers reported August revenues of \$38,323,342, as compared with \$30,530,145 in August, 1942, an increase of 25.5 per cent, according to the latest compilation prepared by the Inter-

"The board believes that the interests of shippers, carriers, and the public generally will be best served by amendments of the Interstate Commerce Act providing legislative standards for the regulation of rate-making and rate-publishing procedures and by giving to the Interstate Commerce Commission a broad grant of powers to regulate such carrier activities according to* these standards. The effect of such amendments would be relief from the prohibitions of federal antitrust laws as applied to rate-making and rate-publishing activities but only to the extent that such activities conform to the legislative standards and to such rules and regulations as the Interstate Commerce Commission may promulgate under them. However, collusive practices in restraint

hearing should be published; (2) public participation in hearings should be invited; (3) hearings should follow a regular order, with discussion following a statement of the shippers' proposal; (4) committee action should be taken in executive session by a simple majority vote; (5) notice of the committee's action should be published; (6) after such publication, 10 days should be allowed for appeal either by the shipper, a carrier, or the chairman of the initial committee; (7) the appellate committee should follow the same procedure with regard to publication, hearing, decision, and publication of its finding; and (8) the status of dockets pending before committees should be published at regular intervals.

The report calls attention to a pamphlet of the American Trucking Associations listing motor tariff agencies and outlining the procedure of all committees dealing with truck rate proposals—location, jurisdiction and composition of each committee, procedure for filing proposals, and the manner in which disposition of dockets is handled—and suggests that the railroads should prepare a similar publication and place it in the hands of every railroad agent. "It would serve to educate him, make him a more valuable employee and at the same time put him in a position to advise shippers how they might present their requests for changes in rates or other tariff provisions."

Proposals for interterritorial rate adjustments would be expedited by machinery set up specially to dispose of such questions, the report points out, and it suggests procedures for such conferences roughly like the more detailed program set forth for the local rate committees.

The board's objective in making the study on which this report is based was, it explains, "to examine the rate-making and rate-publishing procedures used by each type of carrier to determine whether the existing carrier procedures and practices can be improved to the mutual advantage of both shippers and carriers and to determine what, if any, public regulation of the rate-making and rate-publishing procedures is necessary in the public interest," and its recommendations, in line with that objective, were based on its examination of the historical development and current operations of the bureaus and associations of carriers that perform these functions. The results of that examination are set forth in some detail in the report. "A knowledge of the history and relation of the rate committees to public regulation is needed," the report states, "to appraise the usefulness of such committees, bureaus or associations, and to determine what, if any, regulatory control should be now applied by appropriate legislation."

As a contribution to this historical background, the report includes a well-documented section outlining actions of Congress, the courts and the commission to which it attributes the incidence and growth of many joint carrier activities in rate-making and in standardizing freight classifications. Beginning with the report of the so-called Cullom committee of the Senate, made public in 1886, which complained of the lack of uniform classifications and

District and Carrier	Passenger Revenue		Passengers Carried	
	August 1943	August 1942	August 1943	August 1942
New England Region	\$1,673,094	\$1,767,491	4,141,584	3,801,163
Middle Atlantic Region	4,342,146	3,835,627	7,666,871	6,005,802
Central Region	5,819,301	4,498,953	8,754,983	6,146,492
Southern Region	9,877,161	7,932,529	13,680,637	10,102,804
Northwestern Region	1,195,600	901,374	905,653	636,146
Mid Western Region	3,551,700	2,641,650	2,485,454	1,807,461
Southwestern Region	6,336,416	4,615,111	8,110,663	5,405,321
Rocky Mountain Region	510,837	390,472	367,953	218,365
Pacific Region	5,017,087	3,946,938	5,803,270	4,287,299

state Commerce Commission's Bureau of Transport Economics and Statistics from 173 reports representing 178 bus operators. Passengers carried increased 35.2 per cent, from 36,410,853 to 51,917,068.

The breakdown by regions of the bus revenue and traffic figures, which exclude data on charter or special party service, is given in the accompanying table.

Rate Bureau Set-up Approved by B. I. R.

(Continued from page 876)

increasing need for conferences and agreements among all types of carriers," the report points out. "Acts of Congress and decisions of the commissions and courts have high-lighted the ever increasing necessity for carrier conferences and agreements to carry both legislative policies and regulatory requirements into effect and to make possible the continued furnishing of the transport facilities used in unprecedented volume during the present war emergency."

In support of its recommendation of legislation to formalize the commission's regulatory powers over rate bureau activities, the board's report reads: "The requirements of the Interstate Commerce Act, as amended, make it necessary for carriers of all types to confer among themselves and with shippers and regulatory bodies in order to conform to legislative standards and the orders of regulatory bodies. . . . With regulation by the commission, the procedure of such agencies could be better adapted to serve the affected shippers, carriers, and the public interest. Existing doubts as to the clear legality of these rate-making procedures of railroad and motor carriers explain in part the failure of the rail carriers to perfect their interterritorial rate-making arrangements and perhaps other improvements. . . .

of trade and competition would still be subject to the provisions of the federal antitrust laws."

The report suggests legislation to accomplish five specific purposes: (1) To authorize carriers to confer among themselves about rates and classifications; (2) to authorize rate bureaus to adopt procedures "well-designed to secure the establishment of lawful rates without unjust discriminations;" (3) to require rate bureaus to submit their procedures to the commission for approval, subject, after hearing, to prohibition or modification by that body; (4) to provide that the commission shall not participate in carriers' proceedings in the initiation of rates; and (5) to protect the freedom of individual carriers to alter rates independent of any rate bureau action.

In proposing that rate bureaus adopt certain standard procedures to speed and simplify their activities, the report points out that the problems of rate-making are essentially the same in all parts of the country because traffic moves freely in all sections under federal regulation. Uniform procedures, it is suggested, might include a standard form for shippers to use in applying for changes in rates, classifications or tariff rules, so that time could be saved and efficiency promoted through obtaining adequate statements in the original applications.

Prompt disposition of such applications would be facilitated by provision of a single and final responsible appellate committee beyond the initial bureau, the report explains, in place of the varied and sometimes complicated appeal machinery now available.

Where controversy develops over a proposal, requiring formal action, the report suggests that all rate committees adopt a uniform procedure as follows: (1) The subject should be docketed and notice of

rates and resulting discriminations, this section of the study traces the development of joint action under the pressure of legislative proposals and commission recommendations.

When the Act to Regulate Commerce was passed in 1887 Congress began to formulate a national transportation policy, the report suggests, and "these congressional standards of service and rate-making required joint consideration of both services and rates by the railroads." The "rule of reason" announced originally by Chief Justice White has been followed by the Supreme Court in the construction placed upon joint action in restraint of competition, it points out, and the requirements of the Transportation Act of 1920 and other more recent legislation have developed the national transportation policy along lines that require carriers to confer and agree upon rates and divisions of rates. General rate investigations of the commission which followed the passage of the Hoch-Smith resolution in 1925 have led to a situation where all the more important rate adjustments and rate structures now existing in this country have been prescribed or modified by the commission through the use of rate-making formulas and methods that can be made effective only through agreements resulting in a uniform interpretation and application by the affected carriers, the report goes on to explain.

The study deals also with the rate-making machinery of motor and water carriers, and calls attention to certain differences between the activities of some of the rate bureaus serving these carriers and those of the older and more completely integrated rail rate-making organizations. For the public good and for efficient service to shippers and efficient performance by carriers, however, it recommends that joint action in rate making by carriers of all types should be formally approved by Congress, subject to reasonable regulation by the Interstate Commerce Commission.

Says O. D. T. Merger Into I. C. C. Would Save \$2,000,000 a Year

"If the functions of the Office of Defense Transportation were placed under the Interstate Commerce Commission, an estimated saving of \$2,000,000 and thousands of man-hours would be effected annually," says the latest report of Congress' Joint Committee on Reduction of Nonessential Federal Expenditures in its listing of examples of "duplicating activities among the various federal establishments." The report, submitted by Chairman Byrd, Democratic senator from Virginia, was printed in the November 22 issue of the Congressional Record.

It included a table showing federal civilian employment, by department and agency, for September as compared with previous months this year. The table revealed that the O.D.T. had 4,543 employees in June as compared with 4,524 in September, a decrease of 19. The I.C.C. had 2,268 as compared with 2,178, a decrease of 90.

It also shows the rapid reduction in the staff of the Transportation Board of Investigation and Research which has only

10 more months of life. B.I.R. had 66 fewer employees in September than in June, the respective totals being 157 and 91. Employment at the Railroad Retirement Board was off by 106 persons—1,678 compared with 1,572. The National Mediation Board had 96 employees in September, two more than in June. In April N.M.B. had 100 employees and in May 104.

Tennessee-Tombigbee Out

The proposed Tennessee-Tombigbee waterway was rejected by the House committee on rivers and harbors last week when it approved an omnibus rivers and harbors bill embodying projects estimated to cost more than \$350,000,000. Tennessee-Tombigbee would have cost an estimated \$66,000,000.

The proposed St. Lawrence seaway and the Beaver-Mahoning canal were not on the list of projects considered by the committee. The largest project approved is one for the improvement of the Alabama and Coosa rivers and their tributaries in Alabama and Georgia at an estimated cost of \$60,000,000.

Upholds Mediation Board's Authority

(Continued from page 876)

The case came to the Mediation Board because the Firemen's union objected to the method of selection employed on such occasions. Under the board's procedures the road and the Firemen worked out a new arrangement, the effect of which was to eliminate the preference formerly given engineers of the home terminal and a special arrangement at Smithville, Tex. It also provided for management participation in regulating the working lists of engineers affected, while the previous arrangement had left this matter to the Engineers' local chairman.

The Engineers' union then sought court action to obtain the exclusive right to bargain for the road's engineers. The federal district court held that the road had a right to bargain with either of the unions on the matter involved, and the Circuit Court of Appeals held that neither union had an exclusive right to bargain concerning the questions in dispute, and that the agreement reached under the Mediation Board's procedures might be terminated if not agreed to by the Engineers' union. Again the Supreme Court did not "intimate an opinion" concerning the merits of the dispute, taking the view that the district court was without jurisdiction. Congress, said the majority, by the statutory delegation of authority to the board "has foreclosed resort to the courts for enforcement of the claims asserted by the parties" to disputes before the board. "On only certain phases of this controversial subject has Congress utilized administrative or judicial machinery and invoked the compulsions of the law. . . . The inference is strong that Congress intended to go no further in its use of the processes of adjudication and litigation than the express provisions of the act indicate." In short, the majority decided, Congress did not select the courts to resolve

jurisdictional disputes. "To the contrary, it fashioned an administrative remedy and left that group of disputes to the National Mediation Board."

The two cases that were considered together grew out of a dispute between the Engineers' and the Firemen's unions over representation of certain employees on the Pacific lines of the Southern Pacific who were subject to call for emergency service as engineers after being demoted to firemen. Again the majority of the Supreme Court avoided passing on the merits of the controversy, pointing out that in these cases, like those already discussed, the federal district court lacked jurisdiction. The case, it said, "involves a determination of the point where the exclusive jurisdiction of one craft ends and where the authority of another craft begins," but "we believe that Congress left the so-called jurisdictional controversies between unions to agencies or tribunals other than the courts."

Ten Months Ton-Miles 15 Per Cent Above Last Year

Class I railroads handled about three per cent more ton-miles of revenue freight in October 1943, than was handled in the corresponding month of 1942, according to a preliminary estimate prepared by the Association of American Railroads.

In the first ten months of 1943, Class I roads performed approximately 15 per cent more revenue ton-miles of service than in the same period of 1942, 55 per cent more than in the same period of 1941, and 123 per cent more than in the first ten months of 1939.

The following table summarizes revenue ton-mile statistics for the first ten months of 1943 and 1942:

	Revenue Ton-Miles of Freight		Per Cent Increase
	1943	1942	
8 months . .	478,800,671,000	405,738,753,000	18.0
September . ¹	62,900,000,000	58,155,496,000	8.2
October . . ²	64,000,000,000	62,160,196,000	3.0
10 Months	605,700,671,000	526,054,445,000	15.1

¹ Revised estimate.

² Preliminary estimate.

Sir Guy Granet Dies

As reported briefly in *Railway Age* of October 16, Sir Guy Granet, director (and formerly chairman) of the London, Midland & Scottish Railway, died in his 76th year, October 11, at Gloucestershire, England. A dominant figure in British railroading, he did not enter this service, however, until he was 33.

Born October 13, 1867, he was educated at Rugby and at Balliol College, Oxford. He practiced as a barrister for seven years, and, in 1900, became the first salaried secretary of the Railway Companies' Association. Five years later he was named assistant general manager of the Midland Railway, and a year later, at the retirement of John Mathieson, succeeded to the general managership. In 1911, he received a knighthood.

Sir Guy was Deputy-Director of Military Railways at the War Office under Sir Eric Geddes, in 1916; Director General of Movements & Railways, and a member of the Army Council, in 1917. In 1918, re-

signing as general manager of the Midland, he was elected a director, then chairman in 1922, and, on its formation, deputy-chairman of the London Midland & Scottish. In 1924, he was elevated to chairman, leaving this post in 1927, but retaining his seat on the board. In 1933, he accepted the position of chairman of the commission formed to report on the management of the South African Railways & Harbors. At the time of his death, he was a member, as well, of the board of the Central Argentine Railway.

Silver Anniversary of A. S. A.

The 25th anniversary of the American Standards Association will be celebrated at the association's annual luncheon on December 10 at the Hotel Roosevelt, New York. Clifton E. Mack, director of procurement, U. S. Treasury Department, is to be the principal speaker, his address to deal with the use of standards to bring governmental requirements "more nearly into line" with the American industrial system.

Post-war changes and developments will be discussed by R. E. Zimmerman, president of the group. Because of the nature of this meeting, attendance will not be restricted solely to members.

Ease Restrictions on Delivery and Pick-up of Perishables

Office of Defense Transportation restrictions on motor truck deliveries have been modified with respect to the movement of certain perishable line-haul railroad freight, the O.D.T. announced November 18. Hereafter, under the general regulations applicable under the program for tire and equipment conservation, only one daily collection and delivery of such commodities from one point of origin to one destination has been permitted.

To facilitate the transportation of fresh fruits and vegetables, baby chicks and similar perishables, a second collection and delivery of such commodities may now be made in one day if the additional truck movement is to serve a train operating on a different schedule from the train served by the first truck movement.

Shipper and RR Cannot Waive Statute of Limitations

In a case involving the application of the statute of limitations in a suit to recover freight charges, the Supreme Court of the United States has reversed the judgment of the lower courts and decided that, under the provisions of section 16 (3) (a) of the Interstate Commerce Act, such suit must be undertaken within three years from the time of the cause of action, notwithstanding a written agreement the shipper made before the expiration of that period to waive the statutory limitation in consideration of the railroad's forbearance to bring suit. Justice Rutledge delivered the court's opinion, which was without dissent.

The case at issue was *Mid State Horticultural Co. vs. Pennsylvania*. The road had sued the shipper to recover the full amount of freight charges on 21 carloads of grapes shipped from California to points in New Jersey and New York. Three days before the expiration of the three year period allowed by the act for the institution of suit to recover freight charges, the shipper asked the road to enter into an agreement to waive the limitation, and undertook, in consideration for forbearance to sue for a specified time, not to plead the defense of any general or special statute of limitations in any suit to recover that might be entered later. Two months later the shipper declined to pay the charges, and the railroad began action to recover.

The California district court of appeal

and the state supreme court both upheld the contention of the railroad that the agreement made the action to recover valid, but the Supreme Court sustained the shipper's view that the statute prohibits maintenance of the action, regardless of the agreement. It points out that the statute was so drawn to prevent discrimination. The railroad's contention that the shipper is allowed a preference if he obtains an agreement from the road not to sue until after the expiration of the statutory limitation was dismissed as the result of the carrier's failure to exercise its rights.

Club Meeting

There will be a meeting of the Eastern Car Foremen's Association, at 8 p. m., January 14, 29 West 39th street, New York. A. J. Krueger, general superintendent, car department, New York, Chicago & St. Louis, will present a paper entitled "Duties and Responsibilities of the Car Department in the Operation of Today's Railroad."

Protective Service Revenue Account Again Delayed

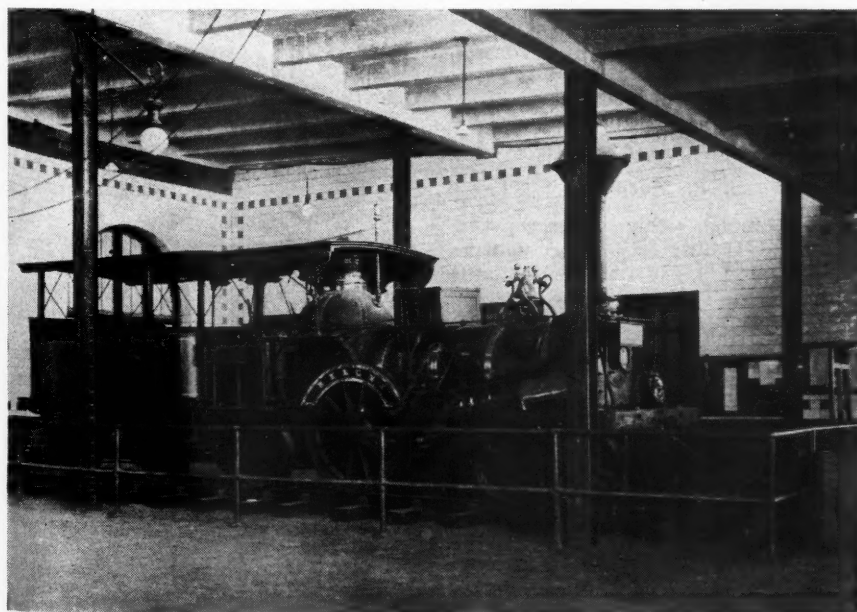
The Interstate Commerce Commission, Division 1, has further postponed from January 1, 1944, to January 1, 1945, the effective date of its July 13, 1937, order prescribing operating revenue account 117, Protective Service—Perishable Freight.

Commodity Density and Packaging Related to Cost

The Transportation Board of Investigation and Research has distributed for "comment and criticism by interested and qualified groups" a limited number of copies of "Commodity Density and Packaging Related to Cost Characteristics." This is a document of 302 pages prepared by H. B. Cooley, principal transportation analyst of the Water Carrier Section of the Board's Economy and Fitness Division.

It consists of a series of tables in which commodities are arranged so that those of like density, or stowage factor, are grouped together, "thus facilitating easy comparison as between the commodities which would occupy approximately the same amount of space in the transportation unit, regardless of whether it is a ship, barge, truck, railroad car or an airplane." Such a convenient arrangement of these data has not been available in the past, the preface says. Thus it is anticipated that the tables "will be of considerable value to transportation operating personnel."

The introductory comment also includes the following: "The most important factors which cause variations in the cost of transportation of different commodities are the weight and size of the individual packages and the density of the product as packed for shipment. Steamship companies, and more recently the trucking industry, have been conscious of the need for information relating to the density, or the stowage factor, of various commodities. . . . The approach of the railroad has been somewhat different from that of other types of carriers as the railroads have provided standard equipment and have regulated their charges so as to receive ade-



Century-Old Locomotive in Cuba

"La Junta" of the Matanzas Railroad which was built by Rogers, Ketchum & Grosvenor, in Paterson, N. J., in March, 1843, on Exhibition at Central Station, Havana.

quate compensation for the use of the equipment when handling a light load of a bulky commodity as compared with what could be carried in the car if it was loaded to full capacity as measured by the weight."

Illinois Central Wins Victory Garden Plaque

In recognition of its encouragement to the cultivation of victory gardens in its territory and on its right-of-way during 1943, the Illinois Central has been awarded a plaque by the National Victory Garden Institute. A victory garden contest was sponsored on the railroad by R. E. Barr, vice-president in charge of traffic, in which several thousand I. C. workers participated. Of these, 1,575 used company property, cultivating the right-of-way in Iowa, Illinois, Kentucky, Tennessee, Mississippi, and Louisiana.

Representation of Employees

The National Maritime Union of America has supplanted the National Organization, Masters, Mates and Pilots of America, as the Railway Labor Act representative of unlicensed deck employees of the Delaware, Lackawanna & Western, at the same time winning the right to represent also the previously-unrepresented unlicensed engine room employees. Such are the results of a recent election certified by the National Mediation Board.

In another recent election, the Alton's patrolmen (sergeants, special agents and watchmen) chose the National Council of Railway Patrolmen's Unions, American Federation of Labor. The Brotherhood of Railway Trainmen has withdrawn its request for a representation investigation with respect to "train directors" employed by the Belt of Chicago. The N.M.B. announcement of the withdrawal explained that the Belt had agreed to change the classification from "train directors" to that of "switchtenders" and to recognize the B. of R. T. as representative of the employees involved.

B. & O. Recruits High School Girls

More than 450 high school girl graduates have gone to work for the Baltimore & Ohio within the past 8 months. This represents placements in Baltimore only and is the result of planning which began as early as last December.

To relieve the serious manpower shortage, Walter L. Price, B. & O. comptroller, at that time wrote the principals and employment counselors of public, private and parochial high schools inviting them to send applicants for interviews. Because of these bids sent direct to the schools, many students who had not thought previously of working for the railroad became interested. More than half of the 450 are employed in the accounting department sorting waybills and tickets, verifying payroll and war bond deductions, doing stenographic and accounting machine work.

When all placements were made, 100 extra girls were hired for training at standard apprentice wages, to be given regular positions as openings occur.

Supply Trade

The **Weatherhead Company**, Cleveland, O., was awarded a star to add to its Army-Navy "E" flag on November 15, for continued conspicuous production achievement.

The **A. M. Byers Company**, Pittsburgh, Pa., has been awarded a renewal star to add to its Army-Navy "E" flag for continued meritorious service on the production front.

Charles H. Kanavel, who has been with the **B. F. Goodrich Company** since 1933, has been appointed manager of the track and war products department of the company's national sales and service division.

A. A. Borgading, general purchasing agent, **E. D. Campbell**, general mechanical engineer, **J. A. V. Scheckenbach**, assistant vice-president in charge of operations, and **R. A. Williams**, district sales manager, Cleveland, O., office of the **American Car & Foundry Co.**, were elected vice-presidents of the company at a meeting of the board of directors on November 18.

S. P. Murphy, manager of sales in the Southeastern states for the **Sperry Rail**

Mr. Stephenson also joined the Sperry organization as an assistant operator on detector cars and in 1939 was promoted to assistant operating manager with office at



Clyde A. Stephenson

the company's headquarters in Hoboken. In November, 1941, he was promoted to manager of sales of the Northeastern district, in which capacity he remained until now.

OBITUARY

Lieutenant-Colonel Walter H. Hinsch, chief engineer of the Dearborn Chemical Company, whose death on November 15 was reported in the *Railway Age* of November 20, was born at Chicago on December 28, 1895, and studied mechanical engineering at night school. He entered railway service in 1912 with the Chicago & North Western and served as detailer and designer in both the locomotive and car departments. During World War I he served in the U. S. Army, advancing to second lieutenant of field artillery. In 1920 he



S. P. Murphy

Service, Chicago, with headquarters at Hoboken, N. J., has been promoted to manager of sales of the Western district with headquarters at Chicago to take over the sales activities of C. W. Gennet, Jr., vice-president, whose death on October 26 was noted in the *Railway Age* of October 30. **Clyde A. Stephenson**, manager of sales of the Northeastern district, has had his jurisdiction extended to include the Southeastern district, with headquarters at Hoboken, N. J.

Mr. Murphy was graduated from Clarkson College of Technology and entered the employ of Sperry Rail Service as an assistant operator on detector cars in 1937. He was promoted successively to operator and chief operator and in January, 1941, was placed in charge of sales in the Southeastern states, which position he held until his recent promotion.



Merrill Chase Studios

Lieut.-Col. Walter H. Hinsch

went with the American Steel Foundries as a designer of freight and passenger car appliances and in 1924 he went with the Locomotive Firebox Company as chief drafts-

man, later being advanced to assistant to the mechanical engineer. Mr. Hinsch went with the Dearborn Chemical Company in 1936 as chief engineer in charge of design and installation of wayside water treatment plants and equipment. After World War I, Mr. Hinsch had retained his commission in the Officers Reserve Corps and re-entered the service on January 15, 1942, as a major in the field artillery, taking a leave of absence from the Dearborn Chemical Company for this purpose. He was killed during maneuvers at Camp Van Dorn, Miss., on November 15, by the accidental discharge of a shell from a field mortar.

Henry G. Burns, manager of the office of the Buckeye Steel Castings Company at New York since 1913, died November 18. He was 64 years of age. Prior to 1913, Mr. Burns was in the president's office of the New York Central.

Equipment and Supplies

LOCOMOTIVES

The AKRON, CANTON & YOUNGSTOWN, NORTHERN OHIO is considering the purchase of 2 new steam freight locomotives.

FREIGHT CARS

The ILLINOIS CENTRAL will construct 600 50-ton hopper cars in its shops at Centralia, Ill. The schedule, starting in January, provides for the completion of four cars a day.

The UNION PACIFIC has ordered 100 36-ft. 6-in. steel-sheathed wood-lined caboose cars from the Pullman-Standard Car Manufacturing Company. War Production Board authorization for the building of the cars has been received and deliveries are reported scheduled for the third quarter, 1944.

SIGNALING

The UNION PACIFIC has placed an order with the Union Switch & Signal Co. for eight sets of continuous automatic train control equipment for installation on steam locomotives operating in the train control territory between Portland, Ore., and The Dalles. This equipment is of the two-indication continuous type with speed control features.

The ST. LOUIS-SAN FRANCISCO has placed an order with the Union Switch & Signal Co. covering required signal material for the installation of centralized traffic control between Nichols, Mo., and Monett, a distance of 40 miles. The system will be controlled from a c.t.c. machine at Springfield, Mo., approximately 4 miles east of Nichols. In addition to the control machine and code apparatus for the system, the order includes style H-2 searchlight high and dwarf signals, and style M-2 switch machines, with necessary relays, rectifiers, transformers, and housings. The installation work will be done by the railway company's construction forces.

Financial

ATLANTIC COAST LINE.—Tenders Accepted.—The Atlantic Coast Line has announced that tenders of bonds in response to its recent invitation (*Railway Age* of November 13) were accepted at the following prices: first consolidated mortgage 4 per cent bonds due 1952 at prices under 92; Louisville & Nashville collateral trust 4 per cent bonds of 1952, under 90; general unified 4½ per cent bonds of 1964, under 74; general unified 4 per cent bonds of 1964, under 68½.

ATLANTIC & ST. LAWRENCE.—Refinancing and Acquisition.—This company has been authorized by Division 4 of the Interstate Commerce Commission to purchase the 15.58-mile line of the Canadian National from Island Pond, Vt., to the Canadian border, and to enter into a revised agreement by which its properties are leased to the C. N. R. for operation. The C. N. R. owns 93 per cent of the Atlantic's stock.

In connection with this transaction, the A. & St. L. has been authorized to issue \$6,286,000 of stock of \$100 par value and one 4 per cent 30-year first mortgage bond in the amount of \$3,438,000. The new stock is issued to replace outstanding stock of \$100 par value; to acquire at a cost of \$530,000 a grain elevator at Portland, Me., owned by the New England Elevator Co., which is controlled by the C. N. R. through stock ownership; and to the amount of \$1,250,000 to reimburse the parent company for advances. The new bond is issued to the extent of \$438,000 in payment for the C. N. R. line to be acquired and to the extent of \$3,000,000 to retire an equal amount of first, second and third mortgage 6 per cent bonds held by the parent company which have matured but have not been retired.

CHESAPEAKE & OHIO—WHEELING & LAKE ERIE.—Acquisition of Stock.—Division 4 of the Interstate Commerce Commission has approved the purchase of 60,000 shares of Wheeling & Lake Erie common stock by the Chesapeake & Ohio from Blyth & Co., a New York investing house, at \$52.2158 per share, and the purchase hereafter of 14,357 shares of W. & L. E. common or preferred or a combination of the two at the lowest prices available, but not to exceed \$65 per share for the common or par for the preferred. Approval is conditional, as the C. & O. is required to deposit the stock so acquired with the trustee under the 1929 agreement by which the Wheeling stock then owned by the C. & O. and other roads was placed in the hands of a trustee pending further development of consolidation plans or other disposition of the stock.

The 60,000 shares the C. & O. arranged to purchase from Blyth & Co., subject to the commission's approval, is the same block of stock which the affiliated New York, Chicago & St. Louis intended to purchase from the Taplin estate and others through Otis & Co. of Cleveland, Ohio, in a transaction which did not receive the commission's approval (reported in *Railway Age* of October 2, page 546). In approving the

current proposal, the division points out that the road has funds on hand which will be used to pay the full purchase price, while at the same time it has given assurances that its program of fixed-term debt reduction will be continued. Equity financing may be resorted to as a means of reimbursing the road's treasury, the report indicates, but no specific arrangement has yet been proposed.

The transaction was approved, the report explains, because it will facilitate merger of the Wheeling with the C. & O. and other affiliated roads, or with some wholly unrelated carrier, if and when the public interest should so require. Meanwhile, the applicant considers the purchase a sound investment, no change in the Wheeling's management or operations will result, no other road has asked to be included in the proceedings, and the purchaser is willing to undertake the risk that its consolidation plans may be disappointed, the division further points out.

Since, under Ohio law, consent of two-thirds of the outstanding shares is required to effect a merger or consolidation, the purchase of 14,357 more shares of Wheeling stock is proposed by the C. & O., and conditionally approved by the division, the report indicates, so that control of 67 per cent of the Wheeling stock will rest in the C. & O. group of companies. Prior to the current transaction, the C. & O. and Nickel Plate together held about 53.6 per cent of all the Wheeling's outstanding stock.

The total cost of the 60,000 shares to the C. & O. will be about \$3,088,000, the report explains. At the time arrangements were made for the sale of 50,000 shares of Wheeling stock by the Taplin estate to the Nickel Plate, Otis & Co. came in for a commission of \$49,900, and received this amount when the sale to Blyth & Co. was consummated, it adds, but Otis & Co. then offered to pay this \$49,900 to the C. & O. if that road bought the stock, and the road intends to accept that offer, less expenses incurred by Otis & Co. in the negotiations. The payment of this commission to Otis & Co. was criticised in the division's report on the Nickel Plate application for authority to buy the Wheeling stock.

No negotiations have been conducted so far for securing the additional 14,357 shares of stock, the report states, but it adds that the C. & O. believes a substantial block of Wheeling stock may be bought from the Pittsburgh & West Virginia. This road, it explains, has lately solicited the C. & O.'s interest in effecting closer relations between it and roads associated with the C. & O., including the Wheeling. The Pennroad Corporation owns a majority of the P. & W. V. stock.

CHICAGO & EASTERN ILLINOIS.—Common Dividend Voted.—On November 19, the C. & E. I. declared a common stock dividend of 50 cents a share. This is the first common dividend to be declared by the present company or its predecessors. The railroad has authorized the retirement of \$500,000 of its first mortgage bonds held by the Reconstruction Finance Corporation.

CHICAGO & NORTH WESTERN.—Reorganization Expenses.—Division 4 of the Interstate Commerce Commission has approved

a maximum limit of \$809,234 for expenses, other than fees and expenses of attorneys, incurred and to be incurred by the reorganization managers of this road in carrying out and putting into effect the plan of reorganization approved by the commission and the court.

FLORIDA EAST COAST.—Equipment Trust Modification.—This road has applied to the Interstate Commerce Commission for authority to reduce from \$1,000,000 to \$570,000 the amount of the series J 2¾ per cent equipment trust for which the commission in 1941 authorized it to assume liability, because a portion of the equipment which it was to obtain is not available during the war. The term of the trust would be reduced from 10 years to 6.

NEW YORK, CHICAGO & ST. LOUIS.—Equipment Trust Certificates.—Division 4 of the Interstate Commerce Commission has authorized this company to assume liability for \$2,025,000 of 2½ per cent equipment trust certificates sold at 99.39 per cent of par to Halsey Stuart & Co., resulting in an average annual cost to the road of 2.22 per cent. As reported in this column in the issue of November 13, page 784, this issue will be accompanied by substantial debt reduction, so that the net reduction in 1943 will be about \$5,410,000.

NEW YORK, CHICAGO & ST. LOUIS.—Bond Redemption.—This railroad will redeem and pay off, on December 20, 1943, all of its outstanding Lake Erie & Western extended 3 per cent bonds, due January 1, 1947. The bonds, presently outstanding in principal amount of \$4,919,000, are to be redeemed at 101 per cent of principal, together with accrued interest to December 20.

The redemption will mark fulfillment of Nickel Plate's voluntary offer to retire the bonds, contingent on Interstate Commerce Commission approval of the issue of \$2,025,000 of equipment trust certificates recently sold by the company. The commission entered an order on November 17, sanctioning that sale. The Nickel Plate has completed arrangements for a bank loan of \$2,000,000 on favorable terms which it will expend, together with treasury cash, for the redemption of the Lake Erie & Western bonds.

NEW YORK, NEW HAVEN & HARTFORD.—Proposed Stock Purchase Denied.—On November 10, the United States district court at New Haven, Conn., denied a petition by the New Haven for authority to purchase preferred shares of the Boston Railroad Holding Company held by the public, on the ground that the purchase would accomplish a change in the debtor-creditor relationship between debtor's estate and the preferred stockholders. Opposition to the petition had been expressed from many sources.

SOUTHERN.—Leased Line Bonds.—This road has informed the Interstate Commerce Commission of the acceptance of the highest bid, that of Halsey Stuart & Co. and others, of 99.039 for the new issue of 20-year first mortgage bonds of the Atlanta & Charlotte Air Line, lessor, which the com-

mission has been asked to approve. The interest rate has been set at 3¾ per cent. (Previous item in this column, issue of October 16, page 624.)

SOUTHERN PACIFIC.—To Redeem Bonds.—The Southern Pacific has authorized the redemption on January 1, 1944, of all of the railroad's 10-year 3¾ per cent secured bonds, due July 1, 1946, at 101 and accrued interest. There are \$29,009,000, principal amount, of these bonds outstanding.

SOUTHERN PACIFIC.—Acquisition by Pacific Electric.—The Pacific Electric, controlled by this company through stock ownership, has applied to the Interstate Commerce Commission for authority to acquire at ledger value, about \$245,895, this road's 3.09-mile line from San Bernardino, Calif., to Colton, its purpose being to effect a saving through elimination of duplicate operation between these points. The Southern Pacific has previously filed an application for authority to abandon operation over the line involved.

WATERLOO, CEDAR FALLS & NORTHERN.—Reorganization.—Division 4 of the Interstate Commerce Commission has authorized the Waterloo, Cedar Falls & Northern Railroad to purchase and operate the property of the Waterloo, Cedar Falls & Northern Railway Co., in receivership, and to issue \$2,273,200 of income mortgage 5 per cent bonds and 56,837 shares of common stock without par value, these securities to be distributed to the holders of the old company's first mortgage bonds on the basis of \$400 of income mortgage bonds and 10 shares of stock for each \$1,000 principal amount of such bonds. No provision is made for the payment of the old company's obligations to the federal government or to other security holders or stockholders. The transaction will make effective a federal court decree intended to terminate this road's reorganization proceedings.

The capital structure of the old company consisted of \$2,333,050 of common stock, \$664,000 of 6 per cent cumulative preferred stock, \$5,683,000 of first mortgage 5 per cent bonds, \$281,075 of scrip certificates, and \$1,760,000 due the federal government against a pledge of \$2,200,000 of general mortgage 7 per cent bonds. Total interest matured and unpaid as of April 30, 1943, amounted to \$8,307,536.

Average Prices Stocks and Bonds

	Nov. 23	Last week	Last year
Average price of 20 representative railway stocks..	35.20	35.55	28.63
Average price of 20 representative railway bonds..	79.05	78.25	68.16

Dividends Declared

Atlantic Coast Line.—\$1.50, year-end, payable December 24 to holders of record November 29.
Bangor & Aroostook.—5% preferred, \$1.25, accum., payable December 24 and January 1, 1943, to holders of record November 23.
Chicago & Eastern Illinois.—50¢, initial, payable December 20 to holders of record December 7.
Cincinnati, New Orleans & Texas Pacific.—Common, \$4.00, payable December 18 to holders of record December 7; 5% Preferred, \$1.25, quarterly, payable March 1, 1944, to holders of record February 15, 1944; June 1, 1944, to holders of record May 15, 1944; September 1, 1944, to holders of record August 15; December 1, 1944, to holders of record November 15, 1944.
Delaware & Bound Brook.—\$2.00, quarterly, payable December 10 to holders of record December 3.

Louisville & Nashville.—(year end) \$2.00, payable December 24 to holders of record November 29.
Pullman, Inc.—50¢, quarterly; \$1.00, year-end, both payable December 15 to holders of record November 29.
Ware River.—Guaranteed, \$3.50, semi-annually, payable January 15, 1944, to holders of record December 31.

Construction

BALTIMORE & OHIO.—The B. & O. has allocated \$3,000,000 to start construction of its coal and ore dock in Toledo, O., on the east Bay Shore, immediately adjoining the refining property of the Standard Oil Company. Plans for the work are reported to be nearing completion with part of the survey and preliminary work on the property accomplished.

LOUISVILLE & NASHVILLE.—This road has recently completed plans to extend its passing track at Falmouth, Ky., at an estimated cost of \$21,437.

NORTHERN PACIFIC.—This road plans the immediate construction of a new single track tunnel, 2850 ft. long, on its main line at Bozeman Pass, Mont., which will cost approximately \$1,000,000 and will replace the present single track tunnel which has inadequate clearance for the large locomotives now in use. Approval of this construction has been secured from the War Production Board at Washington, D. C. Specifications will go out shortly for bids and work will start as soon as the contract is awarded.

The new tunnel will be bored 100 ft. north of the present tunnel and will be 802 ft. shorter than the present one. Work will start simultaneously at both ends. The new tunnel will be 18 ft. wide and 24 ft. high, as compared with 16 and 19¾ ft. respectively in the old tunnel.

Abandonments

CHICAGO, BURLINGTON & QUINCY.—With four members dissenting, the Interstate Commerce Commission on further hearing has reversed the finding of Division 4 on this road's application for authority to abandon a branch from Sedan, Iowa, to Moulton, 4.83 miles, and to abandon operation over a line of the Wabash from Moulton to Bloomfield, 14.14 miles. As reported in *Railway Age* of January 23, page 265, Division 4 had authorized the abandonment, but on March 8 the certificate was set aside and the proceeding reopened for further hearing. The majority report of the commission has now been issued, denying the road's application on the ground that the line is part of an alternative route which might readily become important in the war effort; while the loss resulting from its operation, as compared with its value to the shipping public and its potential wartime importance, is too small to support a finding that its abandonment would be consistent with public convenience and necessity.

In a dissenting opinion in which he was joined by Commissioners Lee, Miller and Johnson, Commissioner Mahaffie, after

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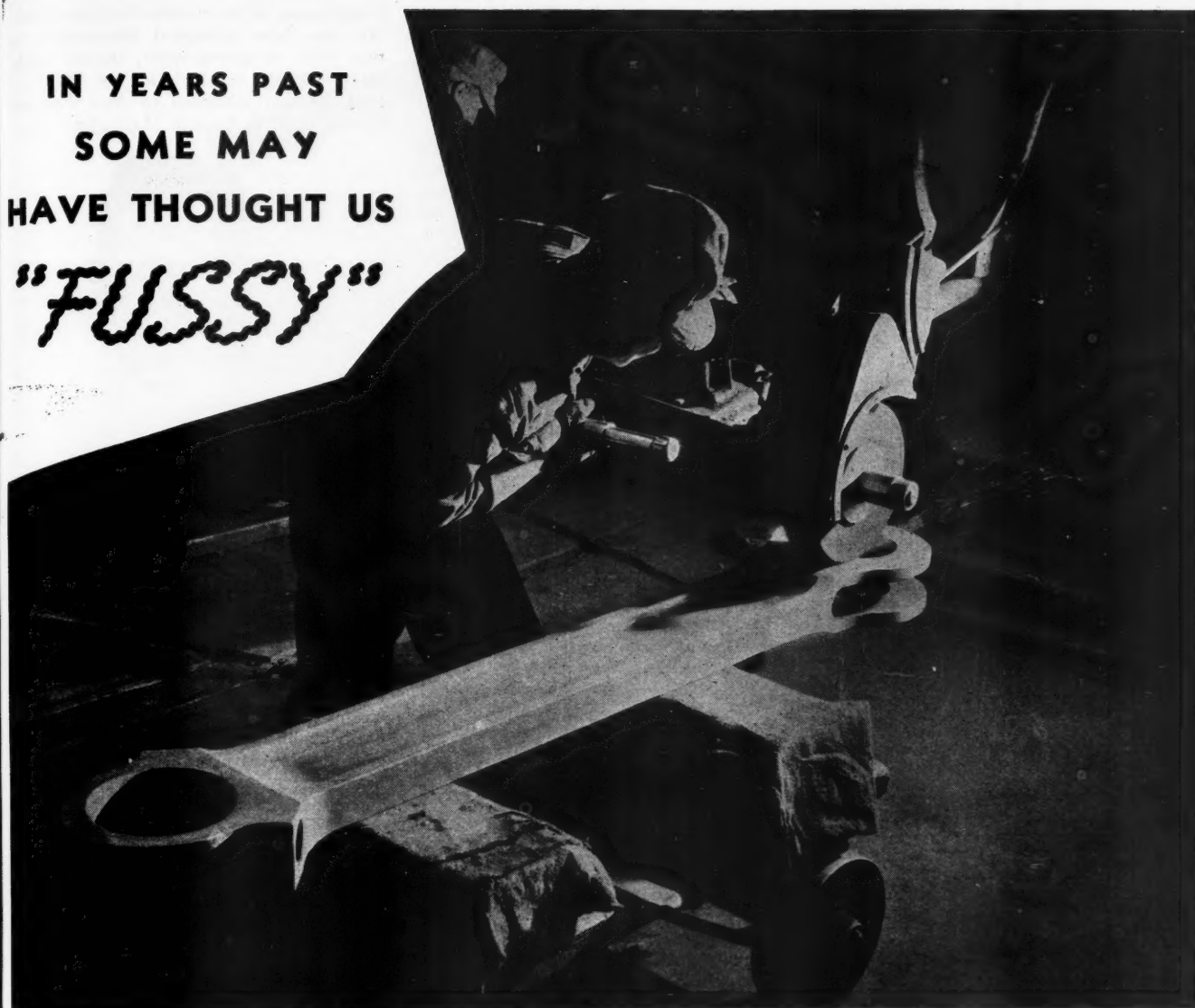
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**IN YEARS PAST
SOME MAY
HAVE THOUGHT US
"FUSSY"**



BUT WE DON'T THINK THEY DO, TODAY!

In the belief that no railroad could ever get more out of a locomotive than had been built into it by its maker, we have always insisted on the very highest standards in our design, our workmanship, and our selection of materials. We have carried our care in these regards to a degree which may have caused some to consider us over-careful—even 'fussy'.

But today, with war traffic stressing all rolling stock close to its limit of endurance, Lima-built locomotives are proving the value of Lima's unceasing search for perfection. Long are the miles and heavy the load, but Lima-built Modern Super-Power Steam Locomotives have what it takes to 'take it'—and they're proving this from coast to coast.

LIMA LOCOMOTIVE WORKS



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pointing out that operation of the line had resulted in substantial losses for several years and promised to produce similar losses in the future, took the position that the War Department had been "unable to discern the military value which so impresses the majority," that the line is too lightly built to serve as an alternate main line and has never been considered for that purpose, as far as the record shows, and that no point would be deprived of rail service through its abandonment.

DANSVILLE & MOUNT MORRIS.—Division 4 of the Interstate Commerce Commission has authorized this road to abandon its line from a point near Groveland, N. Y., to Sonyea, 3.29 miles.

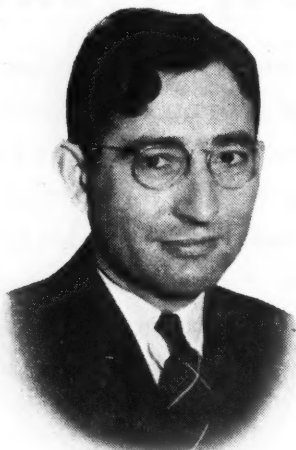
DENVER & RIO GRANDE WESTERN.—This road has applied to the Interstate Commerce Commission for authority to abandon its branch from Chandler Junction, Colo. to Chandler Mine, 4.61 miles.

PENNSYLVANIA.—This company has applied to the Interstate Commerce Commission for authority to abandon a 1.19-mile spur line at Blairsville, Pa.

Railway Officers

EXECUTIVES

Charles O. Showalter, whose promotion to assistant to the vice-president, traffic, of the Union Pacific, with headquarters at Omaha, Neb., was reported in the *Railway Age* of November 20, was born at Topeka, Kan., on July 28, 1903, and entered railway service in August, 1923, in the freight accounting department of the Union Pacific, holding various positions until May 26, 1929, when he entered the traffic department



Charles O. Showalter

as a freight tariff clerk. Later he served as rate clerk, with headquarters at Omaha, and on April 1, 1940, he was promoted to chief rate clerk, with the same headquarters. On September 1, 1942, Mr. Showalter was advanced to chief clerk to

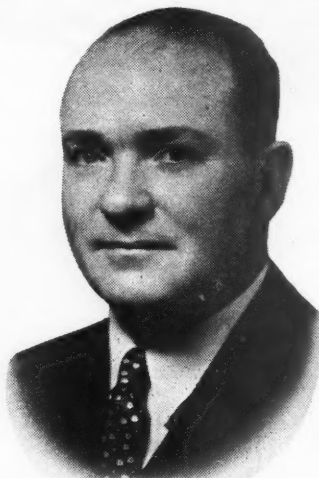
the vice-president, traffic, at Omaha, holding that position until his new appointment, effective November 16.

TRAFFIC

Harold P. Bates, livestock agent of the Pennsylvania, has been promoted to district freight agent, with headquarters as before at Chicago, succeeding **Joseph A. Armento**, whose transfer to Milwaukee, Wis., was reported in the *Railway Age* of November 20.

Robert R. Taylor, traveling freight and passenger agent of the Western Pacific, with headquarters at Portland, Ore., has been promoted to general agent at Klamath Falls, Ore., succeeding **H. Ray Coulam**, whose transfer to Salt Lake City, Utah, was reported in the *Railway Age* of November 20.

Raymond G. Owen, whose promotion to freight traffic manager of the Union Pa-



Raymond G. Owen

cific, with headquarters at Omaha, Neb., was reported in the *Railway Age* of November 20, was born at Prescott, Ariz., on December 8, 1895, and entered railway service in 1913 in the district freight office of the Oregon Short Line (now part of the Union Pacific), at Salt Lake City, Utah. In 1920 he was appointed traveling freight and passenger agent of the U. P. with headquarters at Butte, Mont., and one year later he was transferred to Denver, Colo. On June 1, 1930, Mr. Owen was promoted to assistant to the freight traffic manager, with headquarters at San Francisco, Calif., and on January 1, 1937, he was advanced to assistant freight traffic manager, with the same headquarters, holding that position until his new appointment, effective November 16.

Robert Neal Woodall, assistant freight traffic manager of the Southern with headquarters at New Orleans, La., has been appointed eastern traffic manager of that road with headquarters at New York, effective December 1. Mr. Woodall was born at Lynchburg, Va., on August 11, 1904, and entered railroad service on May 1, 1922, as a messenger boy in the office of the division

freight agent of the Southern at Lynchburg. He was later promoted successively in that office to stenographer, tracing clerk, rate clerk and chief clerk. On March 1, 1933, he was advanced to New England freight agent at Boston, Mass. In Decem-



Robert Neal Woodall

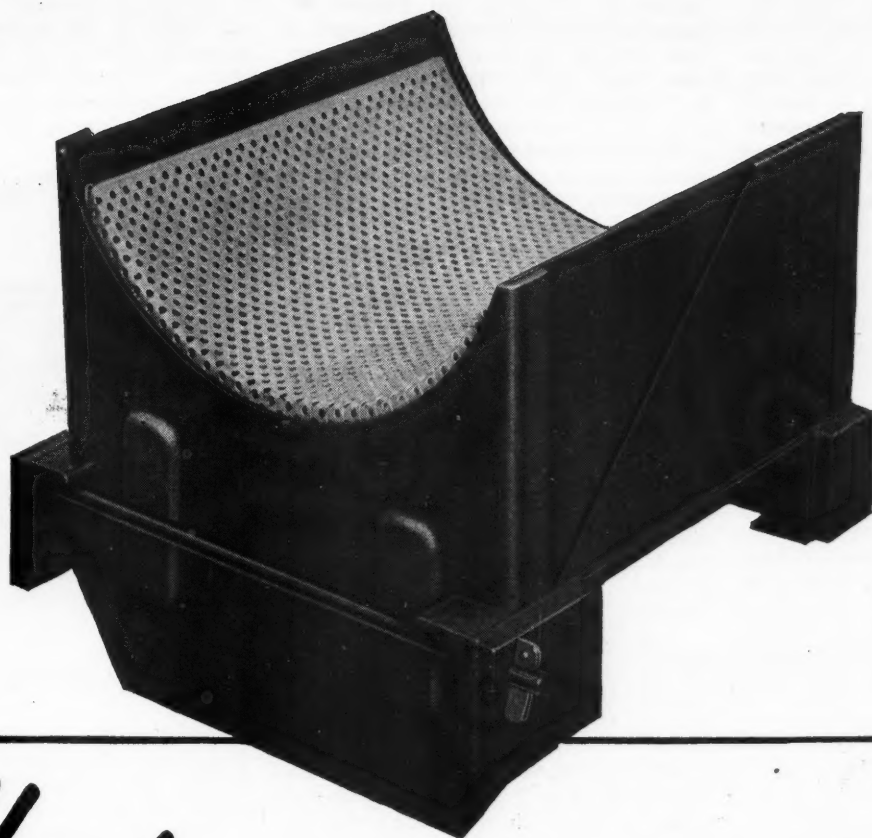
ber, 1933, Mr. Woodall became commercial agent with headquarters at Lynchburg, and in July, 1936, he was appointed district freight and passenger agent at New York. On September 1, 1938, he was promoted to general eastern freight agent, with the same headquarters, and on May 1, 1939, he was appointed general agent, freight and passenger departments, at Pittsburgh, Pa. He was advanced to assistant freight traffic manager in May, 1941, serving in that capacity until his recent appointment as eastern traffic manager, with headquarters at New York.

Kenneth G. Carlson, whose promotion to assistant freight traffic manager of the Union Pacific, with headquarters at San Francisco, Calif., was reported in the *Railway Age* of November 20, entered railway



Kenneth G. Carlson

service in 1917 in the traffic department of the Atchison, Topeka & Santa Fe at Kansas City, and in 1922 he went with the Union Pacific as chief rate clerk. In 1927, he was transferred to Omaha, Neb., and later he served in Interstate Commerce



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In Canada: FRANKLIN RAILWAY SUPPLY COMPANY, LIMITED, MONTREAL

November 27, 1943

work, as chief rate clerk for the Union Pacific system and as chief rate clerk to the freight traffic manager. Mr. Carlson was promoted to general agent at Sioux City, Iowa, on January 1, 1937, and on September 1, 1938, he was advanced to assistant general freight agent, with headquarters at Omaha. In June, 1939, he was promoted to general freight agent, at Denver, Colo., and in July of the same year he was advanced to assistant to the vice-president in charge of traffic, with headquarters at Omaha. In March, 1940, Mr. Carlson was promoted to assistant general freight traffic manager, with the same headquarters, the position he held at the time of his new appointment, effective November 16.

Martin Holbrook, whose promotion to assistant general freight traffic manager of the Union Pacific, with headquarters at Omaha, Neb., was reported in the *Railway Age* of November 20, was born at Lincoln, Neb., on May 22, 1892, and entered railway service on June 10, 1910, as a clerk in the office of the auditor of freight accounts of the Union Pacific at Omaha. In November, 1912, he was appointed a stenographer in the general freight office and from June,



Martin Holbrook

1917, to May, 1919, served in the U. S. Naval Aviation Corps. Mr. Holbrook returned to the Union Pacific in June, 1919, as a tariff inspector in the general freight office at Omaha. In March, 1925, he was appointed rate clerk and in August, 1935, he was appointed solicitation clerk. He was advanced to chief clerk of the traffic department in May, 1939, and on September 1, 1942, he was promoted to assistant to the vice-president, traffic, with headquarters at Omaha, holding that position until his new appointment, effective November 16.

Abillo Coello, formerly associated with the American Express Agency, has been appointed general agent of the St. Louis-San Francisco (Frisco), at Havana, Cuba.

William J. Wilkins, eastern traffic manager of the Southern at New York, has been appointed western traffic manager, with headquarters at St. Louis, Mo., a newly-created position. **Thomas J. Garner**, foreign freight agent at New Orleans, has been advanced to assistant freight traffic manager, with the same headquarters, re-

placing Mr. Woodall, and **Piersol W. Jacks**, assistant general freight agent at New Orleans, has been promoted to foreign freight agent, relieving Mr. Garner. **A. T. Stovall, Jr.**, executive general agent at St. Louis, has been relieved of his duties at his own request and has been appointed special commercial agent, with the same headquarters.

OPERATING

Charles E. Smith, chief clerk of the general superintendent of transportation of the Union Pacific, has been promoted to assistant to the general superintendent of transportation, with headquarters as before at Omaha, Neb.

Bryan C. Ward, assistant to the assistant general manager of the Pacific Fruit Express Company at Omaha, Neb., has been promoted to superintendent of the South Central district, with headquarters at Ogden, Utah, replacing **Clarence S. Gunnell**, who has retired.

C. W. Herbert, assistant trainmaster of the Plains division of the Atchison, Topeka & Santa Fe at Amarillo, Tex., has been promoted to trainmaster at Clovis, N. M., with jurisdiction over the Clovis terminal and the Roswell and Carlsbad districts, succeeding **T. J. Anderson**, who remains at Clovis with jurisdiction over the First and Second districts, replacing **L. M. Olson**. **W. S. Cummings**, trainmaster at Las Vegas, N. M., has been transferred to Pueblo, Colo., succeeding **J. E. Agee**, deceased, and **J. N. Landreth**, trainmaster at Wellington, Kan., has been transferred to Las Vegas, relieving Mr. Cummings. **L. M. Olson**, trainmaster at Clovis, has been transferred to El Paso, Tex., replacing **S. S. Allison**, who has been transferred to San Bernardino, Calif., succeeding **P. T. Collins**, who relieves Mr. Landreth at Wellington.

ENGINEERING & SIGNALING

Harry Lee Black, superintendent of signals, Central region, of the Canadian National, has been appointed signal engineer, Atlantic region, with headquarters at Moncton, N. B., succeeding **George Leslie Dickson**, who has retired as electrical and signal engineer, Atlantic region. A biographical sketch of Mr. Dickson appears elsewhere in these columns.

E. R. Logie has been appointed engineer maintenance of way of the Central region of the Canadian National, with headquarters at Toronto, Ont., replacing **L. Brousseau**, deceased. Mr. Logie, who was formerly district engineer at Toronto, had been acting engineer maintenance of way since Mr. Brousseau was furloughed some time ago because of ill health. **H. E. Smith**, acting district engineer at Toronto, and formerly assistant engineer, has been appointed district engineer, succeeding Mr. Logie.

E. H. McGovern, whose promotion to district engineer of the New York Central, with headquarters at Cincinnati, Ohio, was reported in the *Railway Age* of November

6, was born at Cincinnati and entered railway service in 1910 in the construction department of the New York Central. In 1917 he was granted a leave of absence to serve in the armed forces, returning in 1919 as division engineer, with headquarters at



E. H. McGovern

Mt. Carmel, Ill. A short time later Mr. McGovern was transferred to the St. Louis division, with headquarters at Mattoon, Ill., and in 1938 he was transferred to Chicago. In June, 1941, he was promoted to assistant district engineer, with headquarters at Cincinnati, holding that position until his new appointment, effective November 1.

John R. Showalter, whose promotion to bridge engineer of the Missouri Pacific, with headquarters at St. Louis, Mo., was reported in the *Railway Age* of November 13, was born at Kokomo, Ind., in 1884, and graduated from De Pauw University in 1906. He entered railway service in 1911 as a district bridge inspector of the Baltimore & Ohio at Wheeling, W. Va., and in 1913 he was appointed system bridge inspector of the Missouri Pacific, with head-



John R. Showalter

quarters at St. Louis. Five years later he resigned to become superintendent of construction of the I. E. Smith Construction Company, Richmond, Ind. In 1929 Mr. Showalter returned to the Missouri Pacific as assistant engineer in charge of field su-

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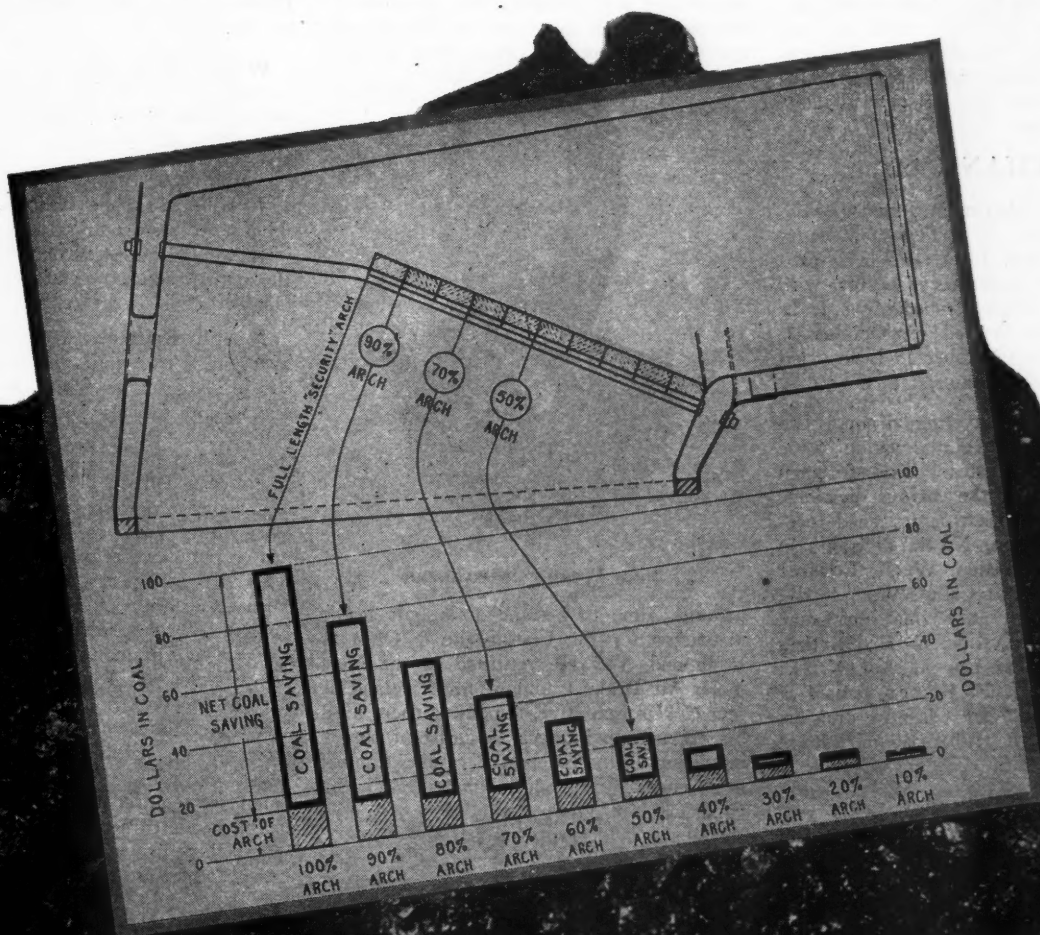
KEEP FUEL-BURNING EFFICIENCY AT A MAXIMUM

Every railroad man is conscious of the wartime importance of each pound of coal.

To make it yield its utmost in steam production is imperative. This is one of the functions of the Security Sectional Arch.

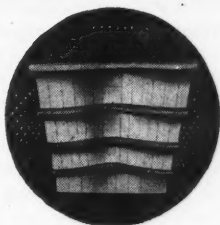
But only a complete arch can achieve the maximum in results. Hence the importance of having full length arches in all locomotives.

This is one sure way of stepping up fuel-burning efficiency.



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pervision of system bridge gangs, with headquarters at St. Louis, holding that position until his new appointment.

Ernest R. Shultz, whose promotion to engineer maintenance of way of the Northern district of the Western Region of the Pennsylvania, with headquarters at Chicago, was reported in the *Railway Age* of November 20, was born at Kimmel, Pa., and graduated from Pennsylvania State College in 1924. He entered railway service in June, 1924, as an assistant of the engineering corps of the Pennsylvania at New Castle, Pa., and in 1927 he was promoted to supervisor of track, with headquarters at Pittsburgh, Pa., and later at Alliance, Ohio. From 1930 to 1940 Mr. Shultz served on the Cleveland, Panhandle, Middle, Wilkes Barre and Philadelphia divisions and in September of the latter year he was promoted to division engineer on the Columbus division, with headquarters at Columbus, Ohio. In January, 1942, he was transferred to the Philadelphia division at Philadelphia, Pa., and in April, 1943, he was transferred to the office of the chief engineer, with the same headquarters, remaining in that position until his new appointment, effective November 16.

MECHANICAL

William D. Major, machinist gang foreman of the Atchison, Topeka & Santa Fe at Ft. Madison, Iowa, has been promoted to general materials inspector, with headquarters at Chicago, succeeding **J. L. Armstrong**, who retired on October 1, and whose death on October 19 is reported elsewhere in these columns.

The position of traveling fireman has been abolished in the Atlantic region of the Canadian Pacific. Instead, road foremen have been named for the various divisions. **A. S. Geddes** has been named road foreman of the Moncton, N. B., division; in the Campbellton division, **W. F. Forster** has been appointed at Campbellton, N. B., and **C. A. Martin** at Riviere du Loup, Que.; Edmundston division, **E. H. Stirling** with headquarters at Edmundston, N. B.; Halifax division, **J. F. Fisher** located at Truro, N. S., and New Glasgow division, **G. R. Greenough** with headquarters at New Glasgow, N. S.

George Leslie Dickson, electrical and signal engineer of the Atlantic Region, Canadian National, with headquarters at Moncton, N. B., has retired from this dual position. He is succeeded by **Thomas H. Dickson** as electrical engineer and **Harry Lee Black** as signal engineer, both at Moncton. **G. L. Dickson**, who was born at Truro, N. S., on December 24, 1878, was graduated from Acadia University at Wolfville, N. S., with a B.A. degree in 1900, and received his master's degree the following year. From there he went to McGill University at Montreal, Que., for the post-graduate study of electricity. Mr. Dickson entered railway service on October 17, 1917, as electrical foreman of the Canadian Government (now Canadian National) with headquarters at Moncton. In July, 1918, he was appointed general power plant inspector, and from June to December, 1920, he was granted

leave of absence to serve on the Grand Trunk Arbitration Commission. He became electrical and signal engineer, Atlantic region, in March, 1923, serving in that capacity until his recent retirement. A member of the Engineering Institute of Canada, he is councillor and vice-president-elect of the Moncton branch. He is also a past president of the Association of Professional Engineers of the Province of New Brunswick.

John Wesley Hawthorne, whose appointment as assistant superintendent of motive power of the Central of Georgia with headquarters at Savannah, Ga., was announced in the *Railway Age* of November 6, was born March 29, 1911, at Williamsport, Pa. He was graduated from Purdue University, Lafayette, Ind., in 1933 with a B.S.M.E. degree. Mr. Hawthorne worked at the Watertown, N. Y., plant of the New York Air Brake Company from July, 1933, until July, 1936, when he was transferred to Cleveland, Ohio, as a service representative of that firm. In 1940 he was granted a six-months' leave from January



John Wesley Hawthorne

through June to become acting air brake instructor for the Chesapeake & Ohio at Richmond, Va. He returned to the New York Air Brake Company at Cleveland as service representative, remaining there until his recent appointment as assistant superintendent of motive power of the Central of Georgia with headquarters at Savannah.

SPECIAL

J. W. McColgan, who retired in 1939 as superintendent of personnel of the St. Louis Southwestern (Cotton Belt), has returned to active service as director of personnel of that road, with headquarters at Tyler, Tex.

OBITUARY

John H. Thornton, who retired in 1928 as stationer of the Delaware, Lackawanna & Western, died November 19 at his home in New York. He was 85 years old.

Thomas E. Conlon, general tax agent of the Baltimore & Ohio with headquarters at Baltimore, Md., died on October 29. Mr. Conlon, who was born on June 27, 1883, at Toledo, Ohio, was graduated from the University of Maryland Law School and

was admitted to the bar in 1928. He entered railway service in December, 1900, as a stenographer in the division freight agent's office of the Baltimore & Ohio at Toledo. In November, 1903, he was transferred to the general freight office at Pittsburgh, Pa., serving successively as stenographer and chief clerk. In May, 1904, he became secretary to division freight agent, and became secretary to general freight agent in May, 1905. In 1914 Mr. Conlon was appointed traveling freight agent at Connellsville, Pa., serving in that position until 1918 when he went to Baltimore as supervisor of freight suits for the entire system. He was promoted to assistant general freight claim agent on January 1, 1940. On May 1, 1941, he was appointed tax agent, rising to the position of general tax agent on November 1, 1942. He was serving in this capacity at the time of his death on October 29.

Ira C. Bon, superintendent of reclamation of the Wabash, with headquarters at Decatur, Ill., died at his home in that city on November 18.

Walter M. Dawley, who retired in 1940 as engineer of the land and tax department of the Erie, with headquarters at Cleveland, Ohio, died at his home in Manhattan, Kan., on October 3.


J. L. Armstrong, who retired on October 1 of this year as general materials inspector of the Atchison, Topeka & Santa Fe, with headquarters at Chicago, died on October 19 at Roanoke, Va.

Joseph Brinker, who retired in 1936 as express and mail manager of the Atchison, Topeka & Santa Fe, with headquarters at Chicago, died recently in Lincoln, Neb.

TWENTY-EIGHT electricians, machinists and helpers, representing the service crew assigned to Delaware, Lackawanna & Western commuter trains at Hoboken, have worked for 13 years without any lost-time injuries, according to the Safety Dope Sheet published by the railroad.

Former Foreman James Purcell, now Lieutenant Colonel in command 763rd Railway Shop Battalion, organized the crew when the shop opened in 1930. Present foreman is Ralph Wolfe. The "Dope Sheet" in citing the record, points out that "men are required to work in a pit, underneath, inside cars and on the roofs of cars, where there are many opportunities to slip, fall or otherwise sustain injuries at work."

LOCOMOTIVE DOMESTICS.—675 women now fill jobs previously held by men on the Canadian Pacific, the mechanical and operating departments attracting 465, with the other 210 employed as telegraph messengers. Car cleaning draws the most women, with 171 therein engaged. Breakdown for the balance is as follows: Engine house labor, 80; maintenance of way, 52; freight house trucking, 42; engine cleaning, 36; car checking, 16; grain door labor, 15; call girls, 13; assistant agents, 13; messengers, 7; telegraph operators, 5; common shop labor, 3; ticket clerks and operators (electric lines) 3; crew clerks, 3; janitors, 2; elevator operator, 1; gardner, 1; pumpman, 1; and baggage porter, 1.



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Elesco cab heater coils are steam tight
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The return bends, which are machine-
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lengths of the tubing . . . are leakproof . . .
and are responsible for the close spacing
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Operating Revenues and Operating Expenses of Class I Steam Railways

FOR THE MONTH OF SEPTEMBER, 1943 AND 1942

Item	United States		Eastern Division		Southern District		Western District	
	1943	1942	1943	1942	1943	1942	1943	1942
Miles of road operated at close of month	229,218	230,442	56,221	56,699	43,420	43,668	129,577	130,075
Revenues:								
Freight	\$576,092,098	\$546,791,046	\$223,711,580	\$212,467,858	\$105,443,511	\$102,519,080	\$246,937,007	\$231,804,108
Passenger	146,727,176	104,971,027	59,127,112	46,613,653	29,216,954	20,746,025	58,383,110	37,611,349
Mail	10,070,890	8,881,728	3,436,609	3,235,125	1,861,643	1,607,823	4,772,638	4,038,780
Express	11,051,509	9,243,507	4,303,076	3,602,689	1,154,926	1,494,123	5,593,507	4,146,695
All other operating revenues	32,597,629	27,904,838	14,144,615	12,467,681	4,249,559	3,513,850	14,203,455	11,923,307
Railway operating revenues	776,539,302	697,792,146	304,722,992	278,387,006	141,926,593	129,880,901	329,889,717	289,524,239
Expenses:								
Maintenance of way and structures	95,358,343	75,637,517	37,677,435	31,125,307	15,588,295	12,561,005	42,092,613	31,951,205
Maintenance of equipment	120,541,127	102,387,202	50,869,723	44,209,686	22,631,861	19,617,983	47,039,543	38,559,533
Traffic	11,325,641	9,736,955	4,023,048	3,562,846	2,063,097	1,860,641	5,239,496	4,313,466
Transportation—Rail line	226,693,551	191,551,194	102,107,893	85,129,789	36,610,733	31,983,720	87,974,925	74,437,685
Transportation—Water line	675	180						180
Miscellaneous operations	9,017,013	7,197,063	3,305,677	2,725,937	1,387,876	1,108,728	4,323,460	3,362,398
General	15,138,015	13,195,956	6,125,940	5,324,699	2,982,728	2,574,523	6,029,347	5,296,734
Railway operating expenses	**478,074,365	399,705,707	204,109,716	172,078,264	81,264,590	69,706,600	192,700,059	157,920,843
Net revenue from railway operations	298,464,937	298,086,439	100,613,276	106,308,742	60,662,003	60,174,301	137,189,658	131,603,396
Railway tax accruals	172,934,247	126,827,345	55,271,978	43,663,600	39,065,347	32,691,484	78,596,922	50,472,261
Railway operating income	125,530,690	171,259,094	45,341,298	62,645,142	21,596,656	27,482,817	58,592,736	81,131,135
Equipment rents—Dr. balance	12,062,723	12,862,641	5,134,030	5,640,681	d 157,801	553,998	7,086,494	6,667,962
Joint facility rent—Dr. balance	3,292,759	3,333,484	1,679,027	1,805,640	369,631	313,454	1,244,101	1,214,390
Net railway operating income	110,175,208	155,062,969	38,528,241	55,198,821	21,384,826	26,615,365	50,262,141	73,248,783
Ratio of expenses to revenues (per cent)	61.6	57.3	67.0	61.8	57.3	53.7	58.4	54.5
Depreciation—Way and structures	8,750,542	5,279,579	3,738,225	3,520,448	1,468,304	490,880	3,544,013	1,268,251
Deferred maintenance—Way and structures	384,025	80,361	67,614	33,361	d 12,751	.....	329,162	47,000
Amortization of Defense projects—Road	1,002,801	467,030	377,364	137,921	190,046	62,013	435,391	267,096
Depreciation—Equipment	17,725,610	17,515,861	7,554,473	7,609,358	3,609,711	3,450,571	6,561,426	6,455,932
Amortization of Defense projects—Equipment	10,757,902	7,890,922	3,588,623	2,492,360	2,700,565	2,113,056	4,468,714	3,285,506
Deferred maintenance—Equipment	71,672	.....	5,334	.....	d 4,364	.....	70,702	.....
Major repairs—Equipment	150,000	.....	.....	.....	.....	.....	150,000	.....
Pay roll taxes	17,810,293	14,708,950	7,811,169	6,292,190	2,921,228	2,548,787	7,077,896	5,867,973
Federal income taxes*	127,943,084	88,203,484	35,724,924	27,057,296	30,764,960	25,235,704	61,453,200	35,910,484
All other taxes	27,180,870	23,914,911	11,735,885	10,314,114	5,379,159	4,906,993	10,065,826	8,693,804

FOR NINE MONTHS ENDED WITH SEPTEMBER, 1943 AND 1942

Item	United States		Eastern Division		Southern District		Western District	
	1943	1942	1943	1942	1943	1942	1943	1942
Miles of road operated at close of month	229,306	231,146	56,316	56,753	43,442	43,809	129,548	130,584
Revenues:								
Freight	\$5,050,094,838	\$4,290,450,449	\$1,982,668,598	\$1,754,791,337	\$968,592,469	\$837,594,981	\$2,098,833,771	\$1,698,064,131
Passenger	1,214,513,691	692,652,052	492,400,786	328,474,883	249,266,946	133,357,275	472,845,959	230,819,894
Mail	88,466,542	78,779,580	30,798,661	28,687,327	16,127,748	14,114,369	41,540,133	35,977,884
Express	93,526,441	64,403,408	32,288,347	23,207,814	13,504,812	10,548,831	47,733,282	30,646,763
All other operating revenues	268,024,036	201,254,000	118,083,864	93,938,984	35,181,980	25,818,834	114,758,192	81,496,182
Railway operating revenues	6,714,625,548	5,327,539,489	2,656,240,236	2,229,100,345	1,282,673,955	1,021,434,290	2,775,711,337	2,077,004,854
Expenses:								
Maintenance of way and structures	774,858,689	576,360,117	297,869,068	234,567,347	134,829,343	99,460,642	342,160,278	242,332,128
Maintenance of equipment	1,029,492,487	888,369,183	438,922,041	397,771,012	193,388,653	170,161,047	397,181,793	320,437,124
Traffic	93,791,785	87,222,682	34,773,987	31,655,802	18,049,523	17,173,749	41,568,275	38,393,131
Transportation—Rail line	1,935,678,523	1,626,063,522	871,614,195	741,505,063	328,651,100	276,666,686	735,413,228	607,891,773
Transportation—Water line	12,885	21,546						21,546
Miscellaneous operations	76,826,976	52,211,007	27,716,523	20,949,396	12,432,379	8,396,138	36,678,074	22,865,473
General	131,917,931	116,489,339	53,362,291	46,871,864	26,188,681	22,405,967	52,366,959	47,211,508
Railway operating expenses	†4,042,579,276	3,346,737,396	1,723,658,105	1,473,320,484	713,539,679	594,264,229	1,605,381,492	1,279,152,683
Net revenue from railway operations	2,672,046,272	1,980,802,093	932,582,151	755,779,861	569,134,276	427,170,061	1,170,329,845	797,852,171
Railway tax accruals	1,454,725,894	872,554,335	481,201,326	332,086,209	347,121,806	226,229,241	626,402,762	314,238,885
Railway operating income	1,217,320,378	1,108,247,758	451,380,825	423,693,652	222,012,470	200,940,820	543,927,083	483,613,286
Equipment rents—Dr. balance	113,628,801	103,430,529	46,979,650	50,276,678	7,325,569	5,863,092	59,323,582	47,290,759
Joint facility rent—Dr. balance	30,608,569	28,516,252	15,507,866	15,180,093	3,704,681	3,138,129	11,396,022	10,198,030
Net railway operating income	1,073,083,008	976,300,977	388,893,309	358,236,881	210,982,220	191,939,599	473,207,479	426,124,497
Ratio of expenses to revenues (per cent)	60.2	62.8	64.9	66.1	55.6	58.2	57.8	61.6
Depreciation—Way and structures	79,150,274	27,963,479	34,012,671	17,242,488	13,260,961	4,415,107	31,876,642	6,305,884
Deferred maintenance—Way and structures	689,499	241,083	d 25,695	100,083	d 53,024	.....	768,218	141,000
Amortization of Defense projects—Road	7,146,266	2,658,472	2,439,397	721,684	1,276,050	347,410	3,430,819	1,589,378
Depreciation—Equipment	157,843,605	155,289,495	67,073,105	66,510,950	32,341,675	31,289,532	58,428,825	57,489,013
Amortization of Defense projects—Equipment	93,590,140	54,423,302	32,524,238	17,919,129	22,004,315	14,632,533	39,061,587	21,871,640
Deferred maintenance—Equipment	d 146,030	.....	16,002	.....	d 51,278	.....	d 110,754	.....
Major repairs—Equipment	1,300,000	.....	.....	.....	.....	.....	1,300,000	.....
Pay roll taxes	149,942,637	125,381,418	64,122,677	54,926,567	26,056,341	22,104,480	59,763,619	48,350,371
Federal income taxes*	1,073,637,058	549,017,448	315,576,187	190,145,471	275,529,686	164,665,727	482,531,185	194,206,250
All other taxes	231,146,199	198,155,469	101,502,462	87,014,171	45,535,779	39,459,034	84,107,958	71,682,264

* Includes income tax, surtax, and excess-profits tax.

d Decrease, deficit or other reverse items.

** Includes \$19,481,159 accrued in anticipation of major wage awards.

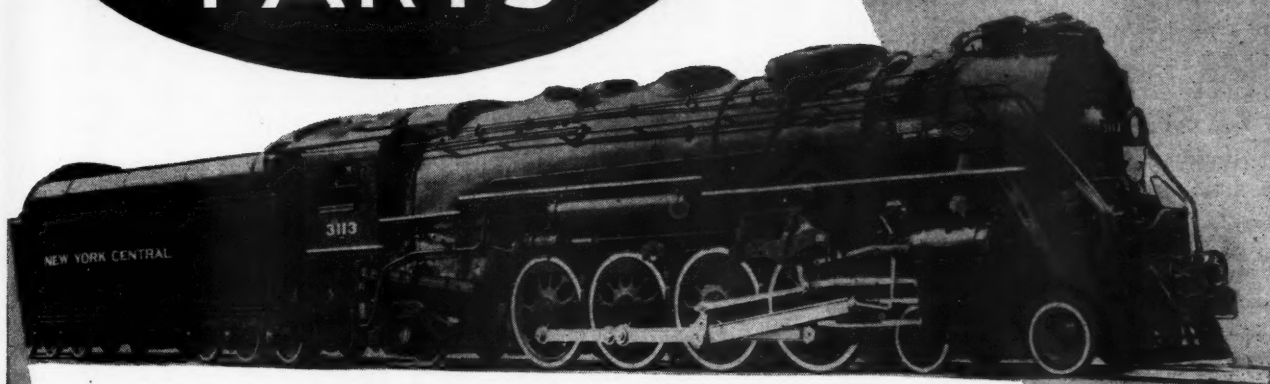
† Includes \$64,749,980 accrued in anticipation of major wage awards.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

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Freight Operating Statistics of Large Steam Railways—Selected Items

Region, road, and year	Miles of road operated	Train-miles	Locomotive-miles		Car-miles		Ton-miles (thousands)		Road locos. on line					
			Principal and helper	Light	Loaded (thousands)	Per cent loaded	Gross excl. locos. & tenders	Net-rev. and non-rev.	Serviceable		B. O.	Per cent B. O.		
									Unstored	Stored				
New England Region:														
Boston & Albany	1943	362	159,495	201,792	34,404	4,229	63.7	286,863	126,830	74	..	14	15.9	
1942	362	205,211	254,301	55,102	5,675	56.4	408,673	167,517	67	..	22	24.7		
Boston & Maine	1943	1,807	402,712	470,025	53,909	14,118	65.9	933,437	418,428	154	..	20	11.5	
1942	1,848	367,330	429,122	45,565	12,532	65.0	830,465	370,575	144	1	25	14.7		
N. Y., New H. & Hartf**	1943	1,815	509,587	612,910	58,435	18,547	66.3	1,183,359	525,731	230	2	42	17.0	
1942	1,816	499,113	626,613	58,997	17,215	64.7	1,115,391	488,582	235	..	25	16.7		
Great Lakes Region:														
Delaware & Hudson	1943	848	319,949	386,081	33,521	12,807	66.2	932,942	496,112	138	51	37	16.4	
1942	849	338,316	419,921	44,314	12,412	63.7	908,475	467,753	152	19	44	20.5		
Del., Lack. & Western	1943	971	391,903	466,946	85,724	17,117	65.3	1,174,535	551,360	157	12	33	16.3	
1942	982	357,198	418,418	59,029	15,201	66.2	1,012,928	467,128	133	26	31	16.3		
Erie	1943	2,244	1,044,420	1,123,693	86,741	47,640	64.6	3,186,789	1,402,030	314	5	81	20.3	
1942	2,243	912,120	972,531	69,259	40,936	65.1	2,713,121	1,201,938	285	25	91	22.7		
Grand Trunk Western	1943	1,026	261,847	267,428	2,060	7,965	66.1	538,151	252,013	71	2	11	13.1	
1942	1,026	314,929	317,456	1,968	9,346	62.6	622,214	261,968	71	2	11	13.1		
Lehigh Valley	1943	1,248	519,192	578,027	88,161	21,870	60.1	1,583,768	748,564	142	5	15	9.6	
1942	1,249	488,565	549,768	95,319	20,574	60.6	1,478,543	694,500	135	5	17	10.8		
New York Central	1943	10,340	3,926,246	4,242,225	268,158	149,700	60.6	10,811,086	4,998,512	1,198	10	198	14.1	
1942	10,490	3,699,834	4,040,679	254,502	138,784	60.0	10,038,059	4,584,611	1,225	8	175	12.4		
New York, Chi. & St. L.	1943	1,657	862,208	879,574	11,585	33,495	65.0	2,228,627	1,008,611	159	..	17	9.7	
1942	1,657	860,324	875,964	11,031	32,554	62.8	2,209,832	973,102	162	..	20	11.0		
Pere Marquette	1943	1,949	462,001	478,714	12,143	14,760	61.0	1,045,740	480,217	139	1	23	14.1	
1942	2,020	386,631	395,878	8,956	11,497	65.8	782,181	359,383	134	5	25	15.2		
Pitts. & Lake Erie	1943	231	94,672	99,733	61	4,207	64.5	367,773	219,917	34	2	12	25.0	
1942	233	101,328	105,519	8	4,348	65.0	377,552	225,661	43	6	7	12.5		
Wabash	1943	2,381	772,319	796,482	19,034	28,884	70.9	1,876,265	888,659	181	6	36	16.1	
1942	2,381	834,749	860,210	19,452	28,860	62.5	1,956,247	856,283	177	10	39	17.3		
Central Eastern Region:														
Baltimore & Ohio	1943	6,111	2,508,018	3,117,747	340,274	85,375	61.7	6,310,197	3,100,392	924	1	196	17.5	
1942	6,213	2,380,806	2,968,400	333,753	79,256	61.9	5,763,041	2,758,249	903	8	227	19.9		
Central of New Jersey**	1943	657	269,900	310,985	67,059	8,826	60.7	646,080	330,747	137	3	17	10.8	
1942	660	261,186	304,383	63,522	8,944	59.5	667,278	333,231	120	13	19	12.5		
Chicago & Eastern Ill.	1943	912	289,495	297,839	8,724	8,648	58.0	631,582	283,528	80	..	6	7.0	
1942	913	209,615	214,118	3,896	6,533	65.3	445,697	211,416	57	..	13	18.6		
Elgin, Joliet & Eastern	1943	392	130,485	133,116	2,563	3,632	66.4	285,266	156,820	65	..	12	15.6	
1942	392	143,002	145,274	1,682	3,936	64.3	312,110	168,351	68	..	10	12.8		
Long Island	1943	374	48,183	49,333	16,313	566	53.9	42,057	16,079	43	..	5	10.4	
1942	374	35,897	37,430	19,828	423	51.6	33,873	13,486	44	..	5	10.2		
Pennsylvania System	1943	9,925	4,734,079	5,555,843	733,291	179,868	61.2	13,309,267	6,502,182	1,996	..	192	8.8	
1942	9,952	4,829,520	5,694,986	742,319	180,869	60.7	13,372,524	6,460,106	1,997	6	145	8.8		
Reading	1943	1,416	580,203	653,347	83,239	18,694	64.2	1,440,008	781,602	274	13	44	13.3	
1942	1,421	606,504	678,860	89,027	18,881	61.5	1,459,798	769,471	288	8	35	10.6		
Pocahontas Region:														
Chesapeake & Ohio	1943	3,027	1,118,609	1,208,983	55,370	52,517	56.4	4,588,610	2,639,506	420	2	68	13.9	
1942	3,036	1,095,657	1,181,916	53,936	49,156	55.4	4,275,123	2,366,811	428	4	80	15.6		
Norfolk & Western	1943	2,132	774,805	826,800	61,491	35,539	57.9	3,133,743	1,719,163	300	24	14	4.1	
1942	2,137	840,353	895,433	66,143	35,922	57.9	3,155,812	1,689,668	315	8	20	5.8		
Southern Region:														
Atlantic Coast Line	1943	4,947	899,176	919,197	11,303	24,658	65.5	1,659,884	769,219	344	21	26	6.6	
1942	4,999	841,653	869,914	11,606	21,351	63.7	1,438,071	639,745	320	20	23	6.3		
Central of Georgia**	1943	1,783	319,195	328,238	5,348	7,478	69.2	488,458	225,453	105	..	10	8.7	
1942	1,783	328,544	335,781	5,367	7,586	68.4	490,479	220,580	105	..	15	12.5		
Gulf, Mobile & Ohio	1943	1,962	340,288	433,879	2,630	11,451	67.8	763,057	363,937	110	1	13	10.5	
1942	1,959	363,334	446,442	4,574	11,856	67.6	784,372	372,108	115	..	6	4.9		
Illinois Central (incl. Yazoo & Miss. Vv.)	1943	6,348	1,692,241	1,709,812	33,058	63,523	61.0	4,557,739	2,103,947	606	..	77	11.3	
1942	6,378	1,849,127	1,860,790	38,637	65,650	59.3	4,784,985	2,180,512	620	2	61	8.9		
Louisville & Nashville	1943	4,736	1,556,423	1,699,424	45,053	39,847	62.2	2,926,304	1,492,886	420	8	57	11.8	
1942	4,741	1,596,944	1,750,166	47,620	39,270	60.6	2,922,094	1,460,911	441	1	51	10.3		
Seaboard Air Line*	1943	4,164	807,556	942,587	15,274	22,561	67.7	1,495,296	688,717	296	8	38	11.1	
1942	4,228	854,206	950,766	13,862	21,970	66.2	1,501,586	703,704	276	..	39	12.4		
Southern	1943	6,478	2,083,120	2,132,821	32,269	46,314	67.7	3,027,732	1,391,197	584	..	84	12.6	
1942	6,469	2,044,514	2,089,210	29,703	44,435	66.0	2,899,733	1,288,202	586	..	86	12.8		
Northwestern Region:														
Chi. & North Western**	1943	8,098	1,149,331	1,204,380	25,302	38,143	66.4	2,607,261	1,277,790	395	23	87	17.2	
1942	8,122	1,119,855	1,167,693	24,141	35,608	63.4	2,472,740	1,121,652	365	34	146	26.8		
Chicago Great Western	1943	1,445	279,086	287,811	7,151	8,996	71.7	587,521	271,616	72	..	8	10.0	
1942	1,447	293,861	300,979	12,132	9,394	68.5	619,601	269,988	75	..	12	13.8		
Chi., Milw., St. P. & Pac.**	1943	10,732	1,642,092	1,745,020	80,407	55,789	66.0	3,864,386	1,847,133	526	22	71	11.5	
1942	10,813	1,588,169	1,681,357	78,264	51,154	66.4	3,498,740	1,628,001	502	35	83	13.4		
Chi., St. P., Minneap. & Om.	1943	1,606	239,398	255,379	13,374	6,415	68.7	447,888	215,590	93	25	11	8.5	
1942	1,618	247,451	270,959	13,140	6,190	67.8	416,144	186,563	116	6	11	8.3		
Duluth, Missabe & I. R.	1943	543	191,717	192,786	1,501	10,183	51.2	972,664	600,762	60	..	2	3.2	
1942	546	200,814	201,661	1,813	10,294	51.1	928,385	569,862	55	..	3	5.2		
Great Northern	1943	8,214	1,318,076	1,321,612	57,051	53,257	67.2	3,866,189	1,987,752	402	11	52	11.2	
1942	8,021	1,310,309	1,312,505	38,828	50,086	63.1	3,738,684	1,843,778	405	13	65	13.5		
Minneap., St. P. & S. St. M.**	1943	4,258	482,455	494,689	10,599	13,381	63.1	969,312	468,232	128	..	6	4.5	
1942	4,258	503,721	514,742	9,829	13,357	60.4	971,547	450,935	146	2	7	4.5		
Northern Pacific	1943	6,572	1,020,107	1,092,516	83,564	43,303	72.7	2,884,241	1,439,670	369	19	50	11.4	
1942	6,593	1,018,841	1,089,723	79,699	39,995	71.4	2,645,904	1,283,049	381	11	53	11.9		

for the Month of September, 1943, Compared with September, 1942

Region, road, and year	Freight cars on line			Per Cent B. O.	G.t.m. per train-hr. excl. locos. and tenders.	G.t.m. per train-mi. excl. locos. and tenders.	Net ton-mi. per train-mile	Net ton-mi. per P.d. car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Coal lb. per 1000 g.t.m. inc. loco.	Mi. per loco. per day	
	Home	Foreign	Total											
New England Region:														
Boston & Albany	1943	421	5,673	6,094	0.6	27,393	1,809	800	30.0	689	36.1	11,679	179	95.3
.....	1942	415	6,446	6,861	0.4	30,781	2,002	821	29.5	815	48.9	15,425	133	123.5
Boston & Maine	1943	2,380	10,067	12,447	2.4	35,427	2,324	1,042	29.6	1,077	55.1	7,719	93	103.8
.....	1942	3,251	9,858	13,109	2.2	33,289	2,270	1,013	29.6	940	48.9	6,684	90	98.9
N. Y., New H. & Hartf**	1943	3,775	24,233	28,008	2.2	33,779	2,358	1,048	28.3	661	35.2	9,655	98	90.8
.....	1942	4,282	18,798	23,080	1.2	31,523	2,274	996	28.4	697	37.9	8,968	93	93.8
Great Lakes Region:														
Delaware & Hudson	1943	3,847	5,990	9,837	3.2	48,038	2,930	1,558	38.7	1,700	66.2	19,501	98	66.7
.....	1942	6,363	5,396	11,759	4.0	43,003	2,704	1,392	37.7	1,337	55.7	18,365	96	74.1
Del., Lack. & Western	1943	6,086	12,815	18,901	2.8	42,628	3,060	1,436	32.2	935	44.4	18,928	117	97.8
.....	1942	7,854	9,744	17,598	2.7	46,763	2,862	1,320	30.7	868	42.7	15,856	107	87.7
Erie	1943	10,178	26,690	36,868	2.4	50,232	3,064	1,348	29.4	1,287	67.7	20,826	90	108.3
.....	1942	13,282	22,594	35,876	1.9	50,680	2,990	1,324	29.4	1,153	60.3	17,862	87	93.6
Grand Trunk Western	1943	2,341	6,261	8,602	3.8	42,531	2,063	966	31.6	956	45.7	8,188	82	117.2
.....	1942	2,874	6,806	9,680	3.1	43,318	1,988	837	28.0	889	50.7	8,511	78	136.6
Lehigh Valley	1943	6,484	20,256	26,740	1.7	52,427	3,136	1,482	34.2	915	44.5	19,994	101	148.3
.....	1942	8,541	20,675	29,216	1.5	48,172	3,128	1,469	33.8	787	38.5	18,535	104	145.1
New York Central	1943	48,531	101,447	149,978	2.7	43,525	2,790	1,290	33.4	1,093	54.0	16,114	94	118.6
.....	1942	57,322	85,529	142,851	2.9	44,366	2,746	1,254	33.0	1,079	54.4	14,568	89	113.0
New York, Chi. & St. L.	1943	3,640	13,757	17,397	2.4	49,091	2,601	1,177	30.1	1,920	98.1	20,290	82	176.7
.....	1942	4,946	12,710	17,656	1.7	48,566	2,575	1,134	29.9	1,818	96.9	19,576	79	171.5
Pere Marquette	1943	2,701	7,931	10,632	2.8	38,560	2,292	1,052	32.5	1,412	71.2	8,213	85	108.1
.....	1942	4,335	6,921	11,256	2.6	35,918	2,035	935	31.3	1,060	51.5	5,930	86	89.5
Pitts. & Lake Erie	1943	3,664	9,934	13,598	3.7	52,750	3,888	2,325	52.3	589	17.5	31,734	82	76.1
.....	1942	5,785	8,682	14,467	6.3	50,140	3,732	2,230	51.9	563	16.7	32,283	80	69.1
Wabash	1943	7,205	14,318	21,523	1.7	46,006	2,456	1,163	30.8	14,21	65.1	12,441	100	126.6
.....	1942	9,516	14,712	24,228	1.0	45,353	2,383	1,043	29.7	1,174	63.3	11,988	99	135.4
Central Eastern Region:														
Baltimore & Ohio	1943	40,256	55,769	96,025	2.5	31,854	2,572	1,264	36.3	1,074	47.9	16,912	136	107.6
.....	1942	43,730	48,258	91,988	2.0	31,929	2,472	1,183	34.8	1,005	46.7	14,798	132	100.9
Central of New Jersey**	1943	4,081	21,045	25,126	1.8	28,027	2,412	1,235	37.5	437	19.2	16,781	130	106.2
.....	1942	7,721	19,692	27,413	1.0	31,292	2,606	1,301	37.3	412	18.6	16,830	123	108.9
Chicago & Eastern Ill.	1943	1,981	4,882	6,863	3.2	38,771	2,220	996	32.8	1,285	67.6	10,363	111	120.9
.....	1942	1,845	4,233	6,078	2.5	35,075	2,197	1,042	32.4	1,200	56.8	7,719	106	108.7
Elgin, Joliet & Eastern	1943	8,381	6,715	15,096	4.3	18,019	2,297	1,263	43.2	346	12.1	13,335	123	84.5
.....	1942	8,122	7,438	15,560	3.1	18,181	2,259	1,218	42.8	363	13.2	14,316	112	90.2
Long Island	1943	27	5,419	5,446	.8	7,553	902	345	28.4	97	6.3	1,433	299	63.7
.....	1942	22	3,873	3,895	.5	7,399	962	383	31.9	117	7.1	1,202	248	53.7
Pennsylvania System	1943	118,983	110,133	229,116	3.6	38,216	2,899	1,416	36.1	920	41.6	21,838	116	104.0
.....	1942	140,657	109,813	250,470	2.9	38,629	2,840	1,372	35.7	868	40.0	21,638	106	106.9
Reading	1943	10,933	24,168	35,101	2.0	30,928	2,489	1,351	41.8	729	27.1	18,399	117	84.0
.....	1942	16,906	18,706	35,612	4.2	30,333	2,414	1,272	40.8	712	28.4	18,050	115	88.3
Pocahontas Region:														
Chesapeake & Ohio	1943	37,080	18,502	55,582	1.0	57,483	4,143	2,375	50.1	1,580	56.0	28,967	71	92.7
.....	1942	36,414	15,474	51,888	1.5	56,756	3,968	2,197	48.1	1,504	56.3	25,986	68	89.6
Norfolk & Western	1943	31,213	7,153	38,366	1.6	63,348	4,121	2,261	48.4	1,504	53.7	26,879	85	95.2
.....	1942	30,666	7,889	38,555	1.9	58,898	3,827	2,049	47.0	1,448	53.2	26,356	84	102.3
Southern Region:														
Atlantic Coast Line	1943	8,148	17,221	25,369	3.0	30,293	1,854	859	31.2	960	47.0	5,183	106	85.1
.....	1942	9,995	16,086	26,081	3.3	28,543	1,711	761	30.0	838	43.9	4,266	105	84.1
Central of Georgia**	1943	2,520	5,855	8,375	1.4	28,022	1,554	717	30.1	863	41.3	4,215	121	102.5
.....	1942	2,621	7,496	10,117	1.5	27,200	1,518	683	29.1	811	40.8	4,124	113	103.8
Gulf, Mobile & Ohio	1943	2,493	6,926	9,419	.7	39,600	2,252	1,074	31.8	1,258	58.4	6,183	112	123.2
.....	1942	2,942	7,219	10,161	.9	38,084	2,171	1,030	31.4	1,210	57.0	6,332	109	130.1
Illinois Central (incl. Yazoo & Miss. Vv.)	1943	18,886	30,931	49,817	1.1	42,703	2,757	1,273	33.1	1,374	68.0	11,048	103	89.4
.....	1942	21,130	33,784	54,914	1.2	39,655	2,624	1,196	33.2	1,340	68.0	11,396	97	99.1
Louisville & Nashville	1943	31,276	15,650	46,926	3.0	28,445	1,880	959	37.5	1,088	46.6	10,507	122	126.9
.....	1942	30,864	17,071	47,935	1.7	27,446	1,830	915	37.2	955	42.4	10,271	121	127.5
Seaboard Air Line*	1943	7,306	15,320	22,626	1.5	31,474	1,883	867	30.5	1,000	48.4	5,513	113	101.1
.....	1942	8,698	16,189	24,887	1.9	28,173	1,799	843	32.0	947	44.7	5,548	114	113.0
Southern	1943	16,084	30,497	46,581	2.0	25,224	1,474	677	30.0	997	49.1	7,159	139	112.8
.....	1942	18,684	27,075	45,759	1.7	24,467	1,439	639	29.0	918	48.0	6,638	137	110.0
Northwestern Region:														
Chi. & North Western**	1943	21,185	34,111	55,296	3.9	34,648	2,353	1,153	33.5	780	35.1	5,260	113	88.1
.....	1942	25,008	31,297	56,305	3.5	34,230	2,289	1,038	31.5	692	34.6	4,603	109	78.6
Chicago Great Western	1943	1,154	5,198	6,352	1.2	37,580	2,114	977	30.2	1,474	68.1	6,266	112	128.7
.....	1942	1,303	4,517	5,820	.9	38,111	2,114	921	28.7	1,533	77.8	6,220	108	127.0
Chi., Milw., St. P. & Pac.**	1943	24,652	32,183	56,835	1.3	35,580	2,372	1,134	33.1	1,107	50.6	5,737	112	107.4
.....	1942	29,686	25,290	54,976	1.3	35,246	2,219	1,032	31.8	981	46.4	5,019	108	102.5
Chi., St. P., Minneap. & Om.	1943	1,360	7,135	8,495	5.7	27,479	1,941	934	33.6	834	36.1	4,475	105	71.3
.....	1942	1,669	7,697	9,366	4.8	22,116	1,736	778	30.1	697	34.1	3,843	101	75.0
Duluth, Missabe & I. R.	1943	15,033	401	15,434	2.2	86,321	5,204	3,214	57.8	1,307	44.1	36,879	59	127.8
.....	1942	13,598	455	14,053	2.5	78,710	4,736	2,907	55.4	1,370	48.4	34,790	60	137.1
Great Northern	1943	23,301	20,733	44,034	2.2	44,403	2,960	1,522	37.3	1,479	59.0	8,067	87	106.7
.....	1942	27,245	24,236	51,481	1.6	43,089	2,871	1,416	36.8	1,206	51			

IF YOU'RE MAKING MORE MONEY

...WATCH OUT!



WE WANT TO WARN YOU, before you read this page, that you've got to use your head to understand it.

We also want to warn you that—if you don't bother to read it carefully enough to understand it—you may wake up after this war as poor as a church mouse.

This year Americans are going to make—minus taxes—125 billion dollars.



But this year, we civilians are not going to have 125 billion dollars' worth of goods to spend this on. We're only going to have 80 billion dollars' worth. The rest of our goods are being used to fight the war.

That leaves 45 billion dollars' worth of money burning in our jeans.

Well, we can do 2 things with this 45 billion dollars. One will make us all poor after the war. The other way will make us decently prosperous.

This way the 45 billion dollars will make us poor

If each of us should take his share of this 45 billion dollars (which averages approximately \$330 per person) and hustle out to buy all he could with it—what would happen is what happens at an auction where every farmer there wants a horse that's up for sale.

If we tried to buy all we wanted, we would bid the prices of things up and up and up. Instead of paying \$10 for a dress we're going to pay \$15. Instead of \$5 for a pair of shoes we're going to pay \$8.

This bidding for scarce goods is going to raise prices faster than wages. Wages just won't keep up.

So what will people do?

U. S. workers will ask for more money. Since labor is scarce, a lot of them will get it. Then farmers and business men who



feel the pinch are going to ask more money for their goods.

And prices will go *still higher*. And the majority of us will be in that same old spot again—only worse.

This is what is known as Inflation.

Our government is doing a lot of things to keep prices down... rationing the scarcest goods, putting ceiling prices on things, stabilizing wages, increasing taxes.



But the government can't do the *whole* job. So let's see what *we* can do about it.

This way the 45 billion dollars will make us prosperous

If, instead of running out with our extra

dough, and trying to bid on everything in sight, we buy only what we absolutely need, we will come out all right.

If, for instance, we put this money into (1) Taxes; (2) War Bonds; (3) Paying off old debts; (4) Life Insurance; and (5) The Bank, we don't bid up the prices of goods at all. And if besides doing this we (6) refuse to pay more than the ceiling prices; and (7) ask no more for what we have to sell—no more in wages, no more for goods—*prices stay where they are now*.

And we pile up a bank account. We have our family protected in case we die. We have War Bonds that'll make the down payment on a new house after the war, or help us retire some day. And we don't have taxes after the war that practically strangle us.



Maybe, doing this sounds as if it isn't fun. But being shot at up at the front isn't fun, either. You have a duty to those soldiers as well as to yourself. You *can't* let the money that's burning a hole in your pocket start setting the country on fire.

★ ★ ★

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KEEP PRICES DOWN!

Use it up
Wear it out
Make it do
Or do without